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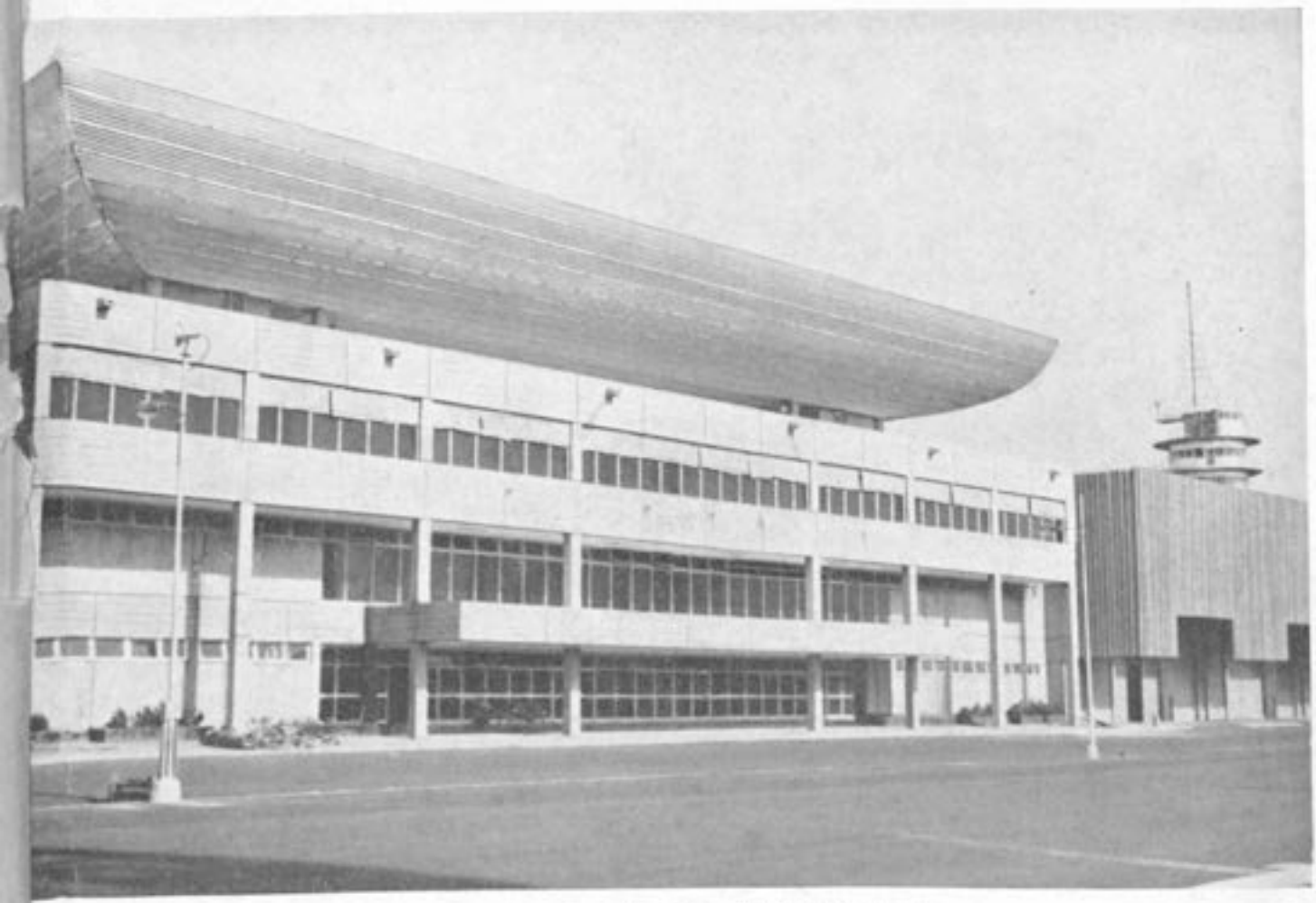

Passenger-cum-Cargo Terminal Building, Ballard Pier Extension.

ADMINISTRATION REPORT

1971-72

Hon'ble Shri Raj Bahadur, Union Minister of Parliamentary Affairs, and Shipping and Transport, addressing the gathering.

VICTORY CELEBRATIONS ON 7TH JANUARY, 1972, AT BAGGAGE HALL, BALLARD PIER.

Shri S. R. Kulkarni, Trustee, addressing the gathering.

Dr. Maitra, Secretary, B.P.T. General Workers' Union, delivering his speech.

The chief guest, Hon'ble Shri Raj Bahadur, Union Minister of Parliamentary Affairs, and Shipping and Transport, awarding a medal of service to a Fire Service Staff member for completion of 25 years of service, at the valedictory function.

The chief guest, Shri L. M. Nadkarni, inspecting the guard of honour of the Port Fire Service at the inaugural function.

FIRE SERVICE WEEK — 8TH TO 14TH APRIL, 1972

Route March by the Port Fire Service Staff.

Rescue demonstration by the Port Fire Service Staff.

Celebration, on 3rd March 1972, of the enrolment of the 10,000th member of the Pay-Roll Savings Scheme — The Chief Guest, the Hon. Shri H. R. Gokhale, Union Minister of Law and Justice, addressing the gathering.

THIRD DOCK SAFETY WEEK — 10TH TO 15TH APRIL, 1972

The chief guest, Hon'ble Shri R. K. Khadilkar, Union Minister of Labour and Rehabilitation, distributing safety badges to senior workers of the Docks Department, at the inaugural function.

The chief guest of the valedictory function, Hon'ble Shri Raj Bahadur, Union Minister of Parliamentary Affairs, and Shipping and Transport, being received by the President of the valedictory function, Hon'ble Shri A. R. Antulay, Minister of Buildings, Communications, Law, Judiciary and Fisheries, Governments of Maharashtra.

The chief guest, Hon'ble Shri Raj Bahadur, receiving a guard of honour from the Port Fire Service Staff.

The chief guest, Hon'ble Shri Raj Bahadur, addressing the meeting.

General view of the gathering at the valedictory function.

Bombay Port Trust

ADMINISTRATION REPORT

1971-72

G. CLARIDGE AND CO. LTD., BOMBAY-1.

BOARD OF TRUSTEES

As on 1st April 1971

1.	Shri L. M. NADKARNI, I.C.S. ..	Chairman.
Appointed by Government :—		
2.	Vice-Admiral S. N. KOHLI (By virtue of Office).	Flag Officer, Bombay. (*Representative of the Defence Services.*)
3.	Col. G. K. BURLI (By virtue of Office) ..	Embarkation Commandant, Bombay. (*Representative of the Defence Services.*)
4.	Shri S. R. KULKARNI	Representatives of Labour.
5.	Shri S. K. SHETYE	
6.	Shri K. PARTHASARATHY (By virtue of Office).	Principal Officer, Mercantile Marine Department. (*Representative of the Mercantile Marine Department, Bombay.*)
7.	Shri C. T. A. PILLAI (Ex-officio) ..	Collector of Customs, Bombay.
8.	Shri P. N. MATHUR (Ex-officio) ..	General Manager, Central Railway, Bombay.
9.	Shri R. M. KAUL (Ex-officio) ..	General Manager, Western Railway, Bombay.
10.	Shri J. B. D'SOUZA (By virtue of Office).	Secretary, General Administration Department. (*Representative of the Government of Maharashtra) and Managing Director of CIDCO (New Town Development Authority for New Bombay).*
11.	Shri M. N. DESAI, I.A.S. (Ex-officio) ..	Municipal Commissioner, Bombay.
Elected by the Municipal Corporation for Greater Bombay :—		
12.	Dr. S. G. PATEL	....
13.	Shri L. P. PUJARI	....
Elected by the Bombay Chamber of Commerce and Industry, Bombay :—		
14.	Dr. J. S. CAMA (*Mineral Oils*)	....
15.	Shri N. M. MEHTA (*Shipping*) ..	....
Elected by the East India Cotton Association Ltd., Bombay :—		
16.	Shri M. R. RUIA	....
Elected by the Millowners' Association, Bombay:—		
17.	Shri R. N. MAFATLAL	....
Elected by the Maharashtra Chamber of Commerce, Bombay :—		
18.	Shri K. V. APTE, B.E.	....
Elected by the Indian Merchants' Chamber, Bombay :—		
19.	Shri PREMJI VELJI (*Grains, Seeds and Vegetable Oils*)	....
20.	Shri H. M. TRIVEDI (*General*) ..	....
21.	Shri SHRIYANS PRASAD JAIN (*Import Trade*)	....
22.	Shri SHANTILAL P. ZAVERI (*Export Trade*)	....
Elected by the Indian National Shipowners' Association, Bombay :—		
23.	Shri K. S. HARENDRA	....
24.	Capt. J. C. ANAND	....
Elected by the Federation of All India Sailing Vessels Industry Associations, Bombay :—		
25.	Shri DAMODAR M. PAREKH.. ..	....

Note :—Changes among the Members of the Board during 1971-72 are shown in the Chairman's Report.

PRINCIPAL OFFICERS OF THE BOARD

As at 31st March 1972

GENERAL MANAGER

GOVIND H. SETH, M.A. (Pol. Science) (Punjab University), LL.B. (Hons.) (London University), Bar-at-Law (Middle Temple Inn) (*Officiating Chairman*)

Officer on Special Duty (Temporary). V. RAMANATHAN, I.A. & A.S.

Additional Chief Accountant (O. & M.) (Temporary) .. .. .. J. J. PARAKH, B.COM., A.C.A. (*offg.*)

SECRETARY'S DEPARTMENT

Secretary .. .. S. D. CHITTAR, B.A. (Hons.)

Deputy Secretary .. .. .. D. M. DESAI, B.A. (Hons.), F.B.T.I. (London).

Deputy Secretary (Enquiries) (Temporary) .. .. .. P. G. MOHILE, B.COM. (*offg.*)

Personnel Officer (Temporary) .. R. U. PAI, B.Sc. (HONS.), (M.U.), S.A.S. Exam. (*offg.*)

ACCOUNTS DEPARTMENT

Chief Accountant .. .. .. D. A. SCREWVALA, B.COM. (Bom.), B.Sc. (Econ. Hons.) (Lond.), C.D.I.(I).

Additional Chief Accountant .. A. SANTOS, M.A.

Deputy Chief Accountant .. .. G. GANESH RAO, B.A. (Hons.), (M.U.), (*offg.*)

Deputy Chief Accountant (Junior).. G. D. PHATAK, B.COM., A.C.A. Inter Exam. of I.C.W.A. (*offg.*)

Deputy Chief Accountant (Junior).. B. M. BALIGA, B.Sc. (M.U.), S.A.S. Exam. (*offg.*)

Deputy Chief Accountant (Junior) (Arb) (Temporary) .. .. C. V. BHIDE, LL.B. (Bom.), Bar Council Exam.; A.C.A., A.I.C.W.A. (*offg.*)

ENGINEERING DEPARTMENT (Civil)

Chief Engineer .. .. .. R. P. E. VAZIFDAR, B.E. (Civil), (B.U.), M.I.E. (India), F.ASCE., F.I.A.S. (Lond.), Fellow F.W.I. (Lond.)

Additional Chief Engineer (Temporary) .. .. .. R. N. VINEKAR, B.E. (Civil), (B.U.) (First Class First), A.M.I.E. (India) (*offg.*)

Deputy Chief Engineer .. .. W. J. DA GAMA, B.E. (Civil), A.M.I.E. (*offg.*)

Deputy Chief Engineer, Fourth Five Year Plan (Temporary) .. .. L. D. GOKHALE, B.E. (Civil), A.M.I.E. (*offg.*)

Deputy Chief Engineer (Temporary) (working as R. E. D. E. P. and B. P. E. S.) .. .. .. N. N. MEHTA, B.E. (Civil), A.M.I.E. (India), M.ASCE., A.I.A.S. (Lond.) (*offg.*)

Superintending Engineer .. .. M. D. TAMBEKAR, B.E. (Civil) (Hons.), A.M.I.E.
V. G. MOGHE, B.E. (Civil), A.M.I.E. (*offg.*)
S. S. KANVINDE, B.E. (Civil), A.M.I. (Struct.) E. (Lond.), A.M.I.E. (India) (*offg.*)
F. P. MASCARENHAS, B.E. (Civil), A.M.I.E. (*offg.*)

Superintending Engineers (Temporary) .. .. .. B. K. SHAH, B.E. (Civil), A.M.I.E. (India) (*offg.*)
K. J. TARAPOREWALLA, B.E. (Civil), F.I. (Struct.) E. (London), A.M.I.E., C. ENG. (*offg.*)
A. V. D'SOUZA, B.E. (Civil), A.M.I.E. (India) (*offg.*)
S. R. GAITONDE, B.E. (Civil) (P.U.) First Class First, A.M.I.E. (*offg.*)

ENGINEERING DEPARTMENT (Mechanical)

Chief Mechanical Engineer .. OSLER D'MELLO. B.E. (Elect.), B.E. (Mech.) (B.U.), A.M.I.E., Mem. A.S.M.E. (*Offg.*)

Additional Chief Mechanical Engineer (Temporary)	B. M. MEHTA, B.E. (Mech.), B.E. (Elect.), A.M.I.E. (*offg.*)
Superintending Engineers (Mechanical) ..	S. V. NAYAK, B.SC. (Engg.) (Elect. & Mechl.) (Banaras Hindu University) (*offg.*) (in absentia)
	R. G. GOVINDRAJAPURAM, B.E. (Hons.) (Elect. & Mechl.), Grad Brit. I.R.E. (Lond.), A.M.I.E. (India) (*offg.*)
	JOHN MENEZES, B.E. (Elect. First Class & Mechl. 2nd Class) (Poona University) (*offg.*)
Superintending Engineer (Mechanical) (Temporary)	N. L. KODNANEY, B.E. (Mechl.) (*offg.*)

STORES DEPARTMENT

Controller of Stores	G. A. MOKAL, M.A., LL.B. (*On leave*)
	K. G. APTE, D.M.E.E. (First Class), B.E. (Mechl.) (First Class) (Poona) (*offg.*)
Deputy Controller of Stores ..	(*Vacant*)

ESTATE DEPARTMENT

Manager	N. D. BARIA, B.E. (Civil), M.I.E., M.I.S.

RAILWAY DEPARTMENT

Manager	N. P. BAPAT, B.A. (Hons.), LL.B.

DOCKS DEPARTMENT

Manager	L. SOARES, B.A. (Hons.) (First Class)
Deputy Managers	M. D. MURDESHWAR, LL.B., Advocate, High Court.
	B. A. NADKARNI, B.A., LL.B.
	M. K. DOSHI, B.A. (Hons.) (*offg.*)
	M. E. MERCHANT, B.A. (Hons.) (*offg.*)
Deputy Manager (Junior) ..	P. A. BHANDARKAR, B.A. (*offg.*)

PORT DEPARTMENT

Deputy Conservator	F. J. BALAPORIA, Master Mariner (Ex-Cadet—'Dufferin') (*offg.*)
Harbour Master	OM PRAKASH, Master Mariner (Ex-Cadet—'Dufferin') (*offg.*)
Senior Dock Master	D. N. GADI, Master Mariner (Ex-Cadet—'Dufferin') (*offg.*)

MEDICAL DEPARTMENT

Chief Medical Officer	DR. R. R. PAI, M.D. (Bom.)
Assistant Chief Medical Officer ..	DR. P. S. BERI, M.B.B.S. (Bom.)
Chief Surgeon	DR. A. B. BHAJEKAR, M.S. (Bom.) (*offg.*)
Chief Obstetrician and Gynæcologist.	DR. (SMT.) S. M. WAGLE, M.D. (Bom.) (*offg.*)

LEGAL DEPARTMENT

Legal Adviser	M. R. S. CAPTAIN, LL.M., B.A., LL.B., Advocate, Solicitor.
Deputy Legal Adviser	R. K. SHETTY, M.A., LL.B., Advocate.
Additional Deputy Legal Adviser (Temporary)	A. P. MUNSIFF, LL.B., Solicitor, Advocate (A.S.) (*offg.*)

LABOUR DEPARTMENT

Chief Labour Officer	P. N. THAKORE, B.A. (Hons.), LL.B., Bar Council Exam.

CONSULTING ENGINEERS AND AGENTS IN LONDON

MESSRS. BERTLIN AND PARTNERS

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Bombay Port Trust

ADMINISTRATION REPORT, 1971-72

Pursuant to the provisions of Section 89 of the Bombay Port Trust Act, this report for the financial year, 1971-72, is presented to the Central Government.

Trade of the Port

After a downward trend for four years in succession, the traffic started picking up towards the end of 1970-71. The total traffic handled at the Docks and Bunders, during the year 1971-72, aggregated to 16,133,000 D.W. tonnes. It showed an increase of 1,729,000 D. W. tonnes over the traffic for 1970-71. The relevant figures for the year 1945-46, the first year of each of the first three Five-Year Plans, the subsequent three Annual Plan years and first three years of the Fourth Five-Year Plan were as follows :—

(D.W. tonnes in thousands, i.e., 000 omitted)

Year	*Imports*	*Exports*	*Total*
1945-46	4,621	1,932	6,553
1951-52	5,900	1,700	7,600
1956-57	8,372	3,800	12,172
1961-62	10,413	4,135	14,548
1966-67	13,227	5,039	18,266
1967-68	12,444	4,521	16,965
1968-69	12,096	4,309	16,405
1969-70	11,434	3,601	15,035
1970-71	10,858	3,546	14,404
1971-72	12,426	3,707	16,133

The total tonnage, handled at the Docks by departmental labour during each of the last three years, was :—

	Tonnes
1969-70	3,592,425
1970-71	3,837,013
1971-72	4,231,813

The important variations in the tonnage of the principal items of imports and exports handled at the Docks and Bunders were as follows :—

Items	Traffic in Tonnes		Increase	Decrease
	1971-72	1970-71		
Imports				
Building Materials—				
Cement clinker	178,800	151,400	27,400	....
Chemicals—				
Soda	48,900	15,100	33,800	....
Sulphur	220,800	189,000	31,800	....
Other kinds	195,700	150,300	45,400	....
Fertilisers—				
Rock Phosphate	157,600	98,800	58,800	....
Urea	179,200	144,400	34,800	....
Other Chemical Fertilisers	468,500	246,200	222,300	....
Fish—Fresh	48,200	23,500	24,700	....
Foodgrains—				
Rice	32,600	50,900	....	18,300
Wheat	356,600	798,000	....	441,400
Foodstuffs N.O.S.	71,300	35,100	36,200	....
Metal and Metal Products—				
Iron and Steel Materials	800,800	348,300	452,500	....
Tin-plates	37,400	17,700	19,700	....
Other Metals and Metal Products	161,700	123,900	37,800	....
Oil and Fats, N.O.S.	34,000	66,700	....	32,700
Paper and Paper Products of all kinds ..	121,300	97,200	24,100	....
Salt	233,000	174,600	58,400	....

Item	Traffic in Tonnes		Increase	Decrease
	1971-72	1970-71		
Exports				
Asphalt, Bitumen, Dammer, Pitchtar and Creosote..	26,400	8,100	18,300	....
Fodder	88,500	43,100	45,400	....
Foodgrains—				
Rice	51,700	32,100	19,600	....
Wheat	41,400	23,100	18,300	....
Other kinds	27,100	39,900	....	12,800
Manure—				
Oilcakes	284,800	347,800	....	63,000
Metal and Metal Products—				
Iron and Steel Materials	120,500	217,200	....	96,700
Vegetables	46,300	104,900	....	58,600
Oilseeds	17,900	4,900	13,000	....
Ores—				
Manganese	48,200	81,200	....	33,000
Paper and Paper Products	6,000	17,100	....	11,100
Spices	32,300	15,700	16,600	....
Sugar	275,800	328,600	....	52,800

Increased demand for fertiliser products has been responsible for the increased imports of fertiliser raw materials, like sulphur and rock phosphate. The tremendous breakthrough in wheat production and the consequential obsolescence of P.L. 480 Loans have resulted in decrease in the imports of wheat. The continuous shortage of steel ingots and other special sections of steel compelled the Government to liberalise import licences of iron and steel products, particularly to boost engineering exports. The record import traffic in iron and steel materials in 1971-72 at this Port is the outcome of this policy.

Though the decrease in the exports of oilcakes on the basis of revenue tonnage appears to be significant, the fall in traffic in terms of the dead-weight tonnage was smaller. Such fluctuations in primary products are not unusual. In fact, further analysis shows that there were some gains in the export of groundnut extractions in 1971-72 as compared to the preceding years. The domestic shortage in iron and steel materials has obviously resulted in a smaller exportable surplus and consequential lesser exports during 1971-72. The exports of manganese ore have been decreasing ever since the closure of the Suez Canal, which made exports through the Port of Bombay costlier. According to the forecasts of the Minerals and Metals Trading Corporation, the traffic is expected to decrease further. The exports of sugar are determined by the quota fixed by the Government for the relevant year. Though the quota was more or less the same for 1971-72 as in the previous year, it appears that a few sugar factories located near Visakhapatnam preferred to export their products through Visakhapatnam Port rather than to route through our Port, which is the only plausible explanation for fluctuation in sugar exports.

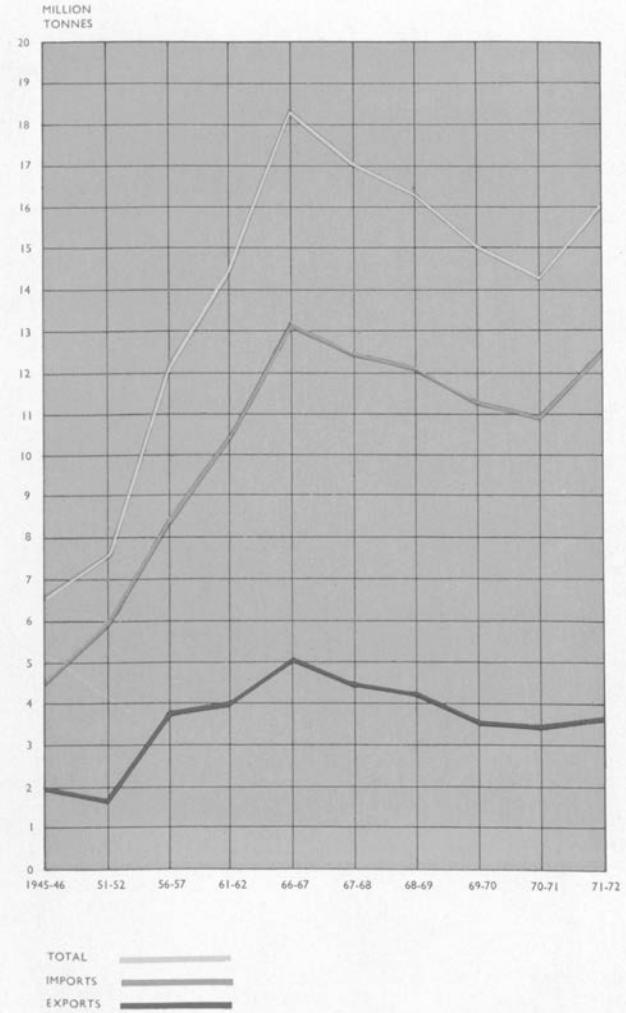
Passenger Traffic

Full particulars of passenger traffic, exclusive of passengers by country craft and harbour ferries, during the past two years, are given in Appendix I to this report.

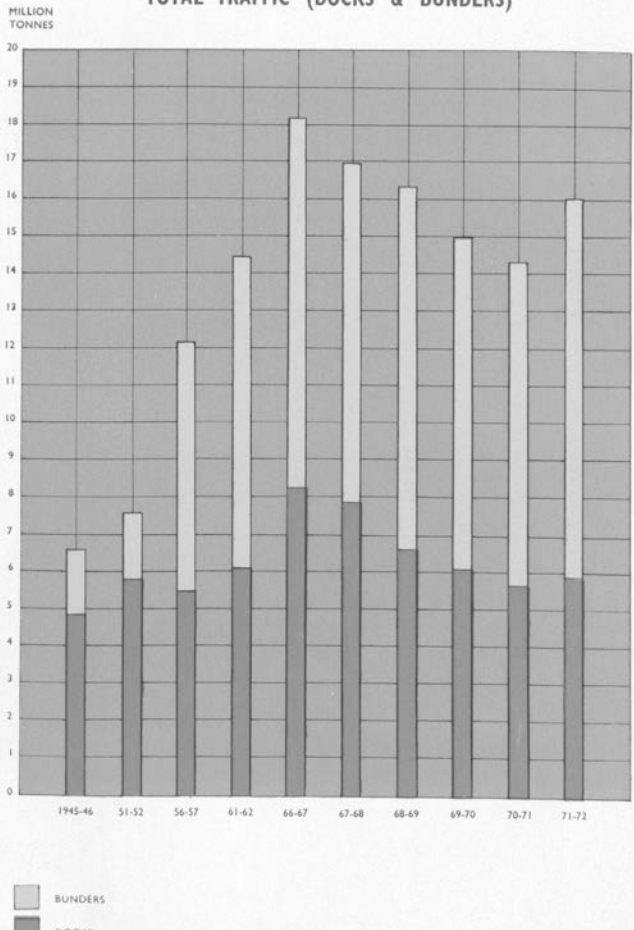
Financial Position

(a) *Revenue and Expenditure* :—After transfers to and from Reserves, etc., the Revenue Account for the year 1971-72 closed with a surplus of Rs. 227.06 lakhs on General Account and Rs. 12.07 lakhs on Pilotage

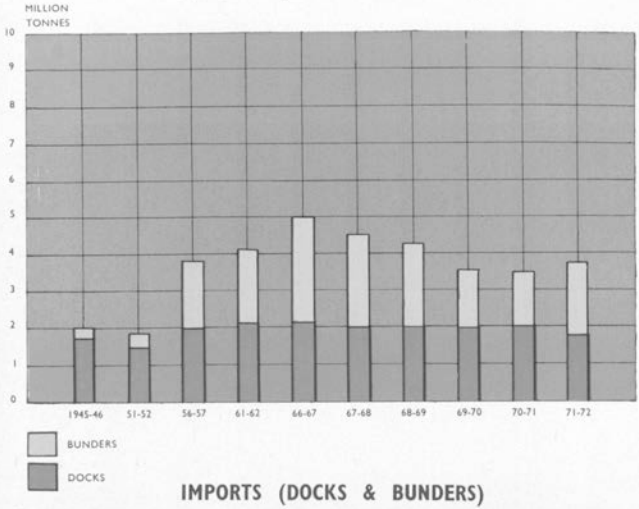
TOTAL TRAFFIC (DOCKS & BUNDERS)



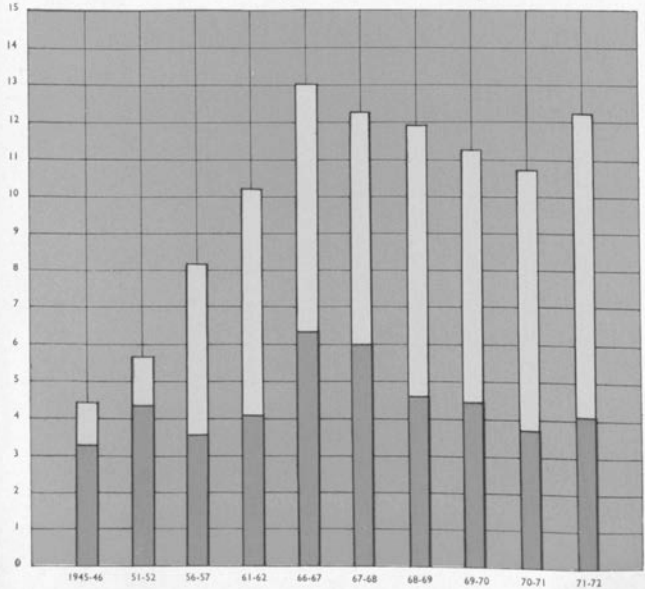
TOTAL TRAFFIC (DOCKS & BUNDERS)



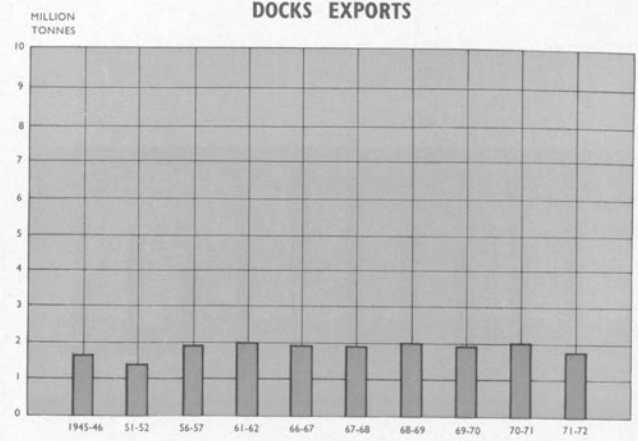
EXPORTS (DOCKS & BUNDERS)



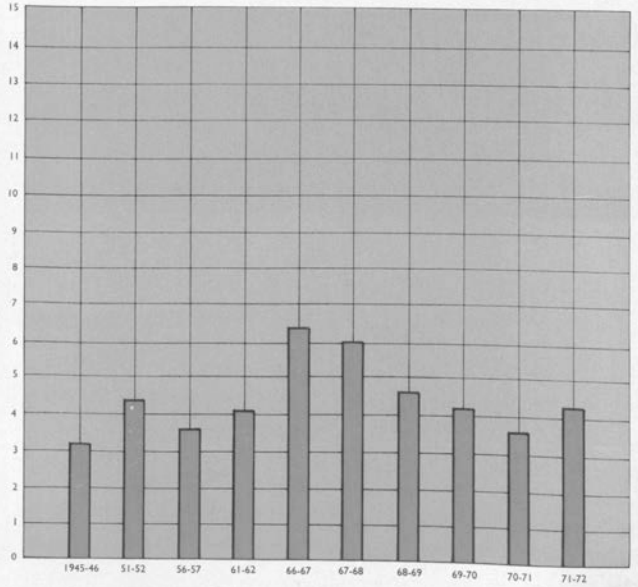
IMPORTS (DOCKS & BUNDERS)



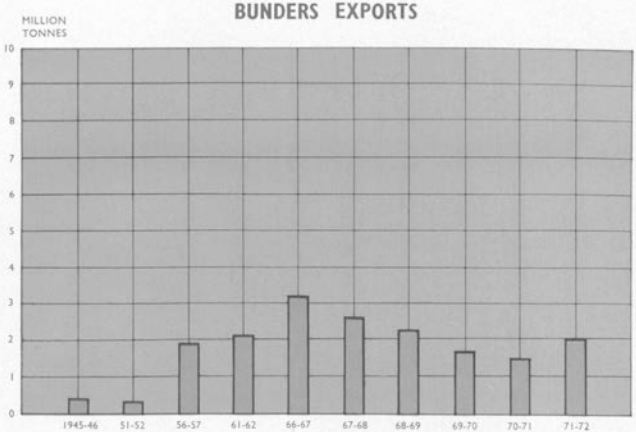
DOCKS EXPORTS



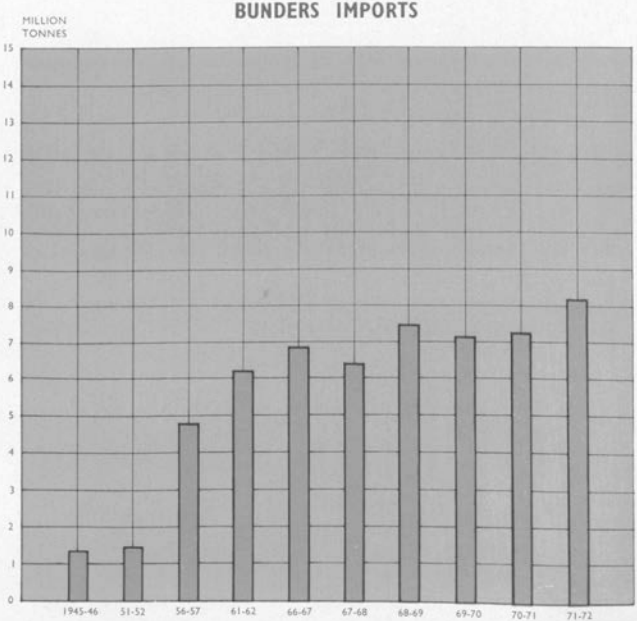
DOCKS IMPORTS



BUNDERS EXPORTS



BUNDERS IMPORTS



Account, as compared to the surplus of Rs. 208.41 lakhs on General Account and Rs. 8.37 lakhs on Pilotage Account envisaged in the Revised Estimates, 1971-72.

The Operating Income for the year registered an increase of about Rs. 81.40 lakhs over the Revised Estimate. The main items contributing to this increase were : (i) Demurrage fees (Rs. 27.89 lakhs) mainly because of the exceptionally heavy receipts in December 1971 during which the Indo-Pakistan War took place ; Import wharfage on general cargo (Rs. 10.57 lakhs) and on P.O.L. (Rs. 14.53 lakhs) because of better traffic than anticipated ; Export wharfage on general cargo (Rs. 6.52 lakhs) because of more traffic in high-rated items ; (ii) Dock and Pier dues, Basin rents, etc. (Rs. 6.66 lakhs); Port dues (Rs. 2.39 lakhs) and Pilotage fees (Rs. 2.81 lakhs) mainly due to increase in the number and tonnage of vessels handled; (iii) Railway freight and Haulage charges (Rs. 3.10 lakhs) because of more traffic in high-rated items and more re-booking.

The Finance and Miscellaneous Income was also more than the Revised Estimate by Rs. 13.31 lakhs. This was mainly under " the income relating to previous years " due to write-back of the excess provision made in previous years for the accrued liability for water charges and refund of water charges excess recovered by the Bombay Municipal Corporation in the past.

The Operating Expenditure for the year showed a small increase of Rs. 4.59 lakhs which is even less than a quarter per cent of the Operating Expenditure as envisaged in the Revised Estimates. The increase was mainly in the following types of expenditure : (i) Salaries and Wages (Hamallage labour)—Rs. 14.17 lakhs mainly because of the accrual of the liability for 1971-72 on account of the grant of Equation Allowance to the Dock shore workers ; (ii) Salaries and Wages (repairs and maintenance)—Rs. 2.24 lakhs —and Stores (repairs and maintenance)—Rs. 5.60 lakhs due to better progress on certain departmental repairs and maintenance works, receipt, during the year, of stores indented in the previous year and increase in prices of stores; (iii) Stores (operation of plant, etc.)—Rs. 3.90 lakhs because of more consumption of fuel due to intensive use of floatilla and increase in prices ; and (iv) Stores (Medical)—Rs. 2.49 lakhs at the Hospital, due mainly to increase in the number of patients. The increase in these items was partly offset by a shortfall in (*a*) Stores (general)—Rs. 2.91 lakhs due to the delay in the purchase of foam compound for the Port Fire Service ; (*b*) Sundry Expenses (repairs and maintenance)—Rs. 6.96 lakhs due to slow progress of certain repairs and maintenance works to be carried out by contract ; (*c*) New Minor Works—Rs. 9.13 lakhs because of the non-completion of some of the works, which were expected to be completed during the year ; and (*d*) Water charges—Rs. 5.27 lakhs due to less consumption of water.

The Finance and Miscellaneous Expenditure increased by Rs. 61.09 lakhs. This was mainly under " items relating to previous years " due to (i) accrual of the liability for the period from 1-1-1969 to 31-3-1971 on account of the grant of Equation Allowance to the Dock shore workers and (ii) of arrears of pay and allowances payable consequent on the resolution of certain anomalies in pay-fixation and (iii) transfer of a part of the expenditure on Special Repairs to Hughes Dry Dock Caissons to ' Revenue Account ' in accordance with the Government orders.

To sum up, the total income was thus more by Rs. 94.71 lakhs and the expenditure by Rs. 65.68 lakhs as compared to the Revised Estimates. The increase in the surplus realised during the year, *vis-a-vis* that envisaged in the Revised Estimates, despite the increase in the expenditure due to the reasons mentioned above, was mainly on account of the substantial increase in the income, about one-third of which was accounted for by demurrage fees alone.

Of the accrued income, about Rs. 229 lakhs represent outstanding bills ; the departmentwise breakdown thereof, as on 31-3-1972 and the corresponding outstandings, as on 31-7-1972, were as follows :

	Amount outstanding as on 31-3-1972	Amount outstanding as on 31-7-1972	Remarks
	Rs. (lakhs)	Rs. (lakhs)	
Dock bills	35.77	3.00*	* Rs. 0.17 lakh due from Government Departments and Undertakings.
Bunder bills (including rents from Bunder Estates).	8.28	4.28†	† Rs. 0.55 lakh due from Government Departments and Undertakings.
Bills rendered by the Chief Accountant's Department.	13.97	4.41‡	‡ Rs. 1.78 lakhs due from Government Departments and Undertakings.
Estate Department bills	150.08	114.96‖§	‖ Rs. 75.14 lakhs due from Government Departments and Undertakings.
			§ As against the total outstandings, Rs. 75 lakhs were held in the Miscellaneous Deposit Account.
Railway Department bills for rents ..	8.93	8.53¶	¶ Rs. 8.53 lakhs due from Government Departments and Undertakings.
Port Department bills	12.41	0.42 |	| Rs. 0.15 lakh due from Government Departments and Undertakings.
Total ..	229.44	135.60§	

It will be seen from the above figures that by 31st July 1972, the outstandings have been substantially reduced by over Rs. 120 lakhs, the main recoveries or adjustments being in respect of the Docks, Port and Estate Department bills and the bills rendered by the Chief Accountant's Department. A large part of the dues is outstanding against the Government Departments and Undertakings. After prolonged correspondence and personal follow-up by our General Manager, the Ministry of Defence agreed to pay rent at the revised rates for the occupations by the Indian Air Force under the control of the Railway Department. While according sanction, however, the Ministry has sanctioned payment at the old rates in the case of certain occupations and at enhanced rates in respect of certain other occupations. They have thus paid about Rs. 4 lakhs against the arrears. The question of recovery of the remaining dues of the Railway Department and the dues of the Estate Department against the Indian Air Force and the Army is being taken up with the Defence Ministry. A large part of the dues against the private parties pertains to the Estate Department and Bunders. Vigorous efforts are being made to recover these as well as the outstandings of the other Departments against such parties. Suits have been filed in certain cases for recovery of outstandings and for breaches of tenancy/lease agreements. At a recent meeting, when the position of outstandings of all the Departments was reviewed along with the General Manager and the Heads of Departments concerned, instructions have been given to the Docks Manager and the Estate Manager to examine, in consultation with the Legal Adviser, certain suit matters with a view to arranging compromise, wherever possible and wherever it is in the interests of the Port Trust. Whenever it is noticed that a large amount is due from a shipping or any other company, the matter is taken up at a high level to secure expeditious payment.

The net surplus for the year was slightly more than the surplus anticipated in the Revised Estimates despite the additional financial burden on account of the grant of equation allowance to the Dock shore workers with retrospective effect and transfer to Revenue of a part of the expenditure on Special Repairs to Hughes Dry Dock Caissons in accordance with Government orders. This was mainly because of increase in the income, about one-third of which was from demurrage fees alone. The traffic during the year

(16.133 million tonnes) was also slightly more than that envisaged in the Revised Estimates (15.80 million tonnes). During the first five months of the current year, i.e., April to August 1972, the traffic has, however, shown a shortfall of 0.427 million tonnes as compared with the Budget proportion. The imports decreased by 0.186 million tonnes and the exports by 0.241 million tonnes. The shortfall in the imports at the Docks was about 0.033 million tonnes, mainly in the imports of miscellaneous items, partly offset by increase in the imports of sulphur, fertilisers and cement. The shortfall in the imports at the Bunders (0.153 million tonnes) was mainly in the imports of certain mineral oils and other items. The exports at the Docks showed a shortfall of about 0.058 million tonnes which was mainly in the exports of miscellaneous items and sugar, the main items of offset being exports of oil-cakes, bitumen and iron and steel. In the case of Bunders, exports of mineral oils as well as other items have registered a shortfall of 0.183 million tonnes. As compared to the traffic during the corresponding period of the previous year also, the traffic during the period, April to August 1972, has shown a shortfall of 0.111 million tonnes, the bulk of which (0.077 million tonnes) was in the exports at the Docks and Bunders. The imports at the Docks have declined; this has been partly offset by increase in the imports at the Bunders. The exports from the Docks as well as from the Bunders show a decrease. The Operating Income for the first four months of the current year shows a favourable variance as compared to the Budget proportion, but it is mainly due to the prop of demurrage fees. The Operating Income for the period is more than the proportionate Budget Estimates by Rs. 50.42 lakhs, while the increase in the demurrage fees alone is Rs. 76.37 lakhs. Another main item of increase (Rs. 6.86 lakhs) is export wharfage on general cargo. The main items of shortfall are—(i) *Cargo Handling and Storage Charges*—import wharfage on general cargo (Rs. 3.16 lakhs), other income—mainly reimbursement on account of hamallage and night and holiday work charges (Rs. 6.03 lakhs), cranage (Rs. 4.40 lakhs) and import and export wharfage on P.O.L. (Rs. 7.52 lakhs); (ii) *Port and Dock Charges (including Pilotage fees)*—towage and mooring fees (Rs. 2.40 lakhs), dry docking charges (Rs. 3.80 lakhs); and (iii) *Estate Rentals* (Rs. 3.81 lakhs). Except for demurrage, which is an undesired and unwanted source of revenue, the position cannot be regarded as one that can give rise to jubilation or complacency. The expenditure has already gone up and will further increase during the current year mainly because of the settlement of pending labour demands, increase in prices of stores, additional Dearness Allowance payable to staff, etc.

Despite the imposition of the additional surcharge of 50 per cent on all charges, rates, fees, etc., payable by Shipping from April/May 1970 which was increased to 75 per cent from 1-4-1971 in the case of towage (and supplemented by the imposition of a special surcharge of 45 per cent on towage from 1-4-1972), the relative services to Shipping continue to be unremunerative as disclosed by the cost statements prepared during the year based on the quarterly accounts and circulated to the Trustees. The percentages of the direct costs/the total costs (inclusive of depreciation calculated on the historic cost basis) to the total receipts from the respective unremunerative services revealed by the cost statements compiled on the basis of the Annual Accounts for 1970-71 and 1971-72 were as under :

	1971-72	1970-71
(1) *Cargo Handling and Storage—*		
General Cargo handled at the Docks	78/129	81/128
General Cargo handled at the Bunders ..	25/155	52/182
Cranage—Hydraulic cranes at Prince's and Victoria Docks	306/444	327/454
—Electric cranes at Indira Dock ..	122/206	123/202
—Crane vessels	116/184	118/181
Warehousing—Bonded	78/126	103/158

	1971-72	1970-71
(2) *Port and Dock Facilities for Shipping*—		
Towage	221/342	287/435
Berthing and Mooring at the Docks	259/414	279/428
Berthing and Mooring at the Bunders	370/706	713/1242
Dry Docking	118/206	114/174
Port Services	97/161	73/129
Water supply to Shipping at the Docks and Bunders	147/195	158/201
Water supply to Shipping at the Marine Oil Terminal	63/100	132/233
Water supply to Shipping by water vessels ..	84/134	91/143
(3) *Railway workings*	124/194	126/187

The overall deficit in the total receipts from the abovementioned unremunerative services and the two remunerative services—Other Cranes and Pilotage—disclosed by the cost statements was Rs. 84.26 lakhs, if only direct costs are taken into account and Rs. 807.24 lakhs if total costs (inclusive of depreciation on the historic cost basis) is taken into account. The corresponding figures for the previous year were Rs. 148.57 lakhs and Rs. 768.61 lakhs, respectively. The deficit in the former case has decreased in 1971-72 because of the full effect of the additional surcharge of 50 per cent imposed on the rates and charges payable by Shipping, increase in the additional surcharge in the case of towage fees to 75 per cent, the revision of rates of ground rent, bonded warehouses and water supply, setting off of a part of the expenses on outdoor staff, sheds, wharves, etc., against demurrage fees and reduction in the direct cost due to completion of the special repairs to the Butcher Island Jetty damaged in an accident. The necessity for revision of the rates for the unremunerative services so as to cover fully at least the direct costs incurred in rendering these services need hardly be reiterated. When the Budget Estimates for the current year were considered by the Board, it was decided to give further consideration to this matter. Accordingly, proposals are being formulated for revision of the rates of the individual services one by one.

During the year under report, special costing exercises in respect of terminal services rendered by our Railway, handling of certain major commodities, as also detailed costing of night and holiday work, mobile crane service, transhipment service, etc., were also undertaken.

The recommendations of the *ad-hoc* 'Economy Committee' of the Trustees were detailed in the last year's Administration Report. The recommendations were considered by the Board. Labour Unions were being consulted to facilitate the implementation of the recommendations affecting staff. The proposals for economy made by the Railway Manager and considered by the Board as *prima facie* reasonable, were discussed by the Railway Manager with the Labour Unions. As a result of the discussions, certain assignments in excess of the authorised strength, which used to be worked by placing employees on over time, were gradually discontinued at certain stations. Subsequently, the Union representatives discontinued discussions and suggested that the position, which existed prior to the introduction of these changes be restored. The Class IV employees of the Railway Department were called out on a lightning strike on this issue. It was called off, after it was decided to restore the *status quo ante* till the whole issue was reconsidered by the Board.

The Trustees have considered the recommendations of the *ad-hoc* Committee (which included the General Managers of Central and Western Railways and Trustees representing labour) appointed to examine the recommendations of the Consulting Engineers in their Master Plan report for the future development of the Port in regard to the rail connection to the existing

Docks in the light of the Railway Manager's comments. As decided by the Board, the *ad-hoc* Committee reviewed the question in consultation with the Embarkation Commandant with special reference to the requirements of the movements of defence stores. In the light of the indication of the peak load of defence cargo handled during the recent emergency, the Railway Manager has submitted a revised proposal, which is being examined by the Engineering Department. The Railway Manager's proposals for elimination of certain railway tracks outside the Docks were approved by the Board in September 1971. About 27 kilometres of tracklength will accordingly be removed in a phased programme. Action taken regarding the disposal of unserviceable and surplus stores has been mentioned in the paragraph captioned " Stores."

The Operating Income as well as Operating Surplus and the Net Surplus registered substantial improvement over the previous year as may be seen from the following table :—

(Rs. in lakhs)

	Operating Income	Operating Expenditure	Operating Surplus	Net Surplus
1970-71	2,176.99	2,054.88	122.11	+ 33.43
1971-72	2,663.87	2,169.01	494.86	+ 239.13

A detailed statement comparing the year's Income and Expenditure with those of past years is at page 11.

The Income and Expenditure of the year 1971-72 as compared with those of the preceding year have been analysed in the following sub-paras :

The Operating Income for the year aggregated to Rs. 2,663.87 lakhs as compared to Rs. 2,176.99 lakhs in the previous year showing an increase of Rs. 486.88 lakhs. The Finance and Miscellaneous Income amounted to Rs. 379.73 lakhs, i.e., more than that (Rs. 336.89 lakhs) of the previous year by Rs. 42.84 lakhs. The Operating Expenditure for the year was Rs. 2,169.01 lakhs as against Rs. 2,054.88 lakhs in the previous year registering an increase of about Rs. 114.13 lakhs. The Finance and Miscellaneous Expenditure also registered an increase of Rs. 202.27 lakhs over that of the previous year, the figures for the two years being Rs. 351.67 lakhs and Rs. 149.40 lakhs, respectively. The Operating Surplus for the year increased to Rs. 494.86 lakhs from Rs. 122.11 lakhs in the previous year. The Net Surplus (before transfers to and from Reserves, etc.) increased from Rs. 309.60 lakhs in the previous year to Rs. 522.92 lakhs during the year under report. The Surplus, after transfers to and from Reserves, etc., during the year, was Rs. 239.13 lakhs (General Account—Rs. 227.06 lakhs and Pilotage Account—Rs. 12.07 lakhs), as against Rs. 33.43 lakhs (Rs. 27.01 lakhs on General Account and Rs. 6.42 lakhs on Pilotage Account) in the previous year.

The principal variations in Income and Expenditure, as compared to the previous year, have been as follows :

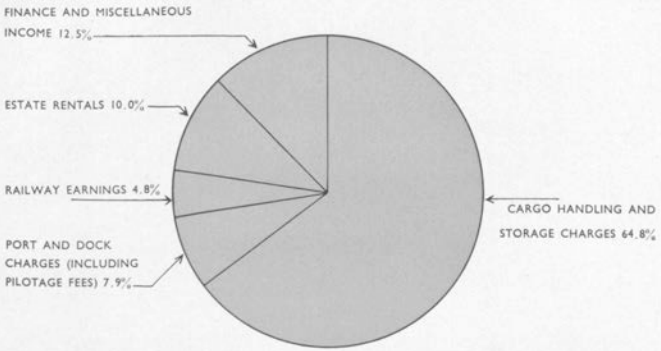
Principal Activity and Published Income/Accounts Head	Variance Rs. (in lakhs)	Reasons for variations
OPERATING INCOME		
Cargo Handling and Storage Charges		
Handling and Storage Charges on general cargo.	+ 63.55	Increase mainly in the import wharfage on general cargo due to increase in traffic and night and holiday work charges, because of more working during second shift and on holidays, partly offset by decrease in export wharfage in general cargo because of fall in traffic.
Storage of goods in warehouses ..	+ 1.50	Increase in the use of warehouses and revision of the charges for the Bonded Warehouses.

Principal Activity and Published Income/Accounts Head	Variance Rs. (in lakhs)	Reasons for variations
OPERATING INCOME—*Concld.*		
Cargo Handling and Storage Charges—Concld.		
Cranage	+ 10.32	Increase mainly in the cranage receipts on wharf cranes and Crane Vessels because of more demand.
Petroleum, oils and lubricants—handling charges.	+ 69.34	Increase mainly in the import and export wharfage on P.O.L. because of increase in traffic, partly offset by decrease in the charges for the use of oil pipelines.
Demurrage fees on general cargo ..	+ 280.16	Increase mainly because of the accumulation of consignments of cotton and newspapers at one stage and tardier clearances of consignments of high-rated items like iron and steel, and exceptionally heavy receipts in the month of December 1971, when the Indo-Pakistan war took place.
Miscellaneous charges	+ 1.22	Increase mainly in the commission received from the Bombay Municipal Corporation for collecting Octroi.
Port and Dock Charges (including Pilotage Fees)		
Towage and mooring fees	+ 12.35	Increase mainly because of larger number and tonnage of vessels handled and enhancement in the additional surcharge from 50 per cent to 75 per cent.
Dock and Pier dues, basin rents, etc.	+ 14.05	Increase mainly in the Dock dues on vessels due to larger number and tonnage of vessels handled.
Port dues	+ 5.79	Increase mainly in the Port dues on vessels due to larger number and tonnage of vessels handled and full effect of the additional surcharge of 50 per cent.
Pilotage fees	+ 7.55	Increase mainly due to larger number of pilotage acts performed by the Pilots, larger tonnage of ships handled and full effect of the additional surcharge.
Water supply to shipping	+ 1.73	Increase mainly in the receipts from water supply to oil tankers due to revision of rates.
Salvage and divers' fees	— 1.57	Decrease because of less demand.
Hire and use of dredgers	— 6.51	Decrease because of less use of dredgers on Capital dredging.
Railway Earnings		
Freight and haulage charges ..	+ 5.16	Increase mainly due to more traffic especially in high-rated items like iron and steel, P.O.Ls etc.
Terminal charges	— 1.24	Decline despite increase in traffic since this has been in items like Military stores on which the terminal charges are low.
Wharfage and demurrage	— 2.33	Last year, receipts from wharfage were more because of delayed clearances of some goods due to stringency of bank finance.
Miscellaneous charges	— 1.27	Income in the previous year was more because of transfer to Revenue of old outstandings from 'the Unclaimed Goods Suspense Account.'
Estate Rentals		
Rent from lands	+ 15.30	Increase because of revision of rates.
Rents from Buildings, sheds and godowns	+ 9.13	— do. —
FINANCE AND MISCELLANEOUS INCOME		
Interest on Investments—		
Sinking Fund	— 3.66	Decrease mainly due to less investible balance available in the Fund because of repayment of loans.
General Reserve and other Funds ..	+ 19.44	Increase due to more investments and better yield.
Interest on Fixed Deposits and Cash balances.	+ 6.54	

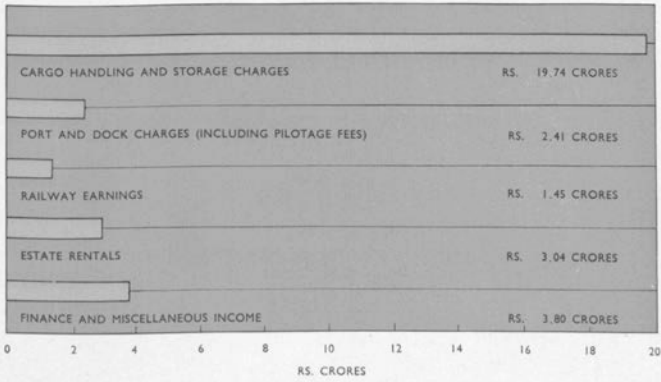
Principal Activity and Published Income/Accounts Head	Variance Rs. (in lakhs)	Reasons for variations
FINANCE AND MISCELLANEOUS INCOME—*Concld.*		
Interest on Investment—*Concld.*		
Profit on disposal of Capital and other assets.	+ 16.11	Increase mainly due to disposal of larger number of fully depreciated assets like wagons and floating craft.
Miscellaneous Income—		
Sale of unserviceable materials ..	+ 11.40	Increase due to the special efforts made for disposal of old unserviceable materials.
Sundry receipts	— 1.69	Decrease mainly in the receipts from overhead charges on Capital works due to shortfall in the Capital expenditure and in the proportion of the expenses on the Ministry of Transport Accounting Cell recoverable from other Ports because of the discontinuance of the Cell.
Items relating to previous years ..	— 5.63	In the previous year, large arrears of terminal charges were received.
OPERATING EXPENDITURE		
Cargo Handling and Storage		
Handling and storage of general cargo at sheds and wharves.	+ 46.78	Increase mainly in the expenditure on Hamallage labour due to increase in traffic and accountal of the liability for 1971-72 for grant of 'Equation Allowance' to Dock shore workers and on Hamallage and Docks outdoor staff; operation and maintenance of mobile cranes, forklifts, etc., maintenance of cargo handling equipment and gear and in the expenditure on sheds and wharves mainly because of enhancement in the Dearness Allowance, more repairs carried out, receipt of materials indented in earlier years and increase in prices of stores.
Warehousing	+ 4.30	Increase mainly in the expenditure on Direct Labour due to accountal of the liability for 1971-72 for grant of 'Equation Allowance' to Dock shore workers.
Operation and maintenance of wharf cranes and crane vessels.	+ 5.75	Increase mainly in the expenditure on flat barges due to major repairs.
Handling of petroleum oils and lubricants.	+ 3.68	Increase mainly in the expenditure on passenger launches due to operation of two new water boats cum-passenger launches for full year.
Expenditure on general facilities at Docks and Bunders.	+ 1.48	Increase mainly due to enhancement of Dearness Allowance and more expenditure on resurfacing of roads, storage areas, etc.
Administration and General expenses	+ 2.60	Increase mainly in Salaries and Wages (General), Claims for goods damaged or lost and payments to Customs staff.
New Minor Works	— 2.81	Decrease due to completion of less works.
Depreciation	+ 1.11	Increase due to completion and commissioning of more capital works.
Port and Dock Facilities for Shipping (including Pilotage)		
Towing, berthing and mooring ..	+ 13.99	Increase mainly in the operation and maintenance of tugs and mooring launches due to operation of the mooring launches for full year and enhancement in the rates of Dearness Allowance.
Dry docking expenses	+ 1.32	Increase mainly in the expenditure on operation and maintenance of engine house of the Hughes Dry Dock.
Water supply to shipping	— 1.06	Decrease mainly in the expenses on water supply due to less consumption of water.
Dredging and marine survey ..	+ 20.91	Increase mainly in the expenditure on operation and maintenance of the dredger 'Vishal' for the full year and recommissioning of the dredger 'Chohura' (which was laid up in the previous year), after major repairs, in August 1971.

Principal Activity and Published Income/Accounts Head	Variance Rs. (in lakhs)	Reasons for variations
OPERATING EXPENDITURE —*Concld.*		
Port and Dock Facilities for Shipping (including Pilotage)—Concld.		
Maintenance of Dock and Harbour walls, marine structures, etc.	— 21.66	The previous year's expenditure was more because of special repairs to Butcher Island Jetty damaged in an accident.
Depreciation	+ 10.10	Increase due to completion of more Capital works.
Railway Workings		
Maintenance of permanent way and signal and interlocking.	— 2.97	Decrease on account of slow progress on the work of renewal of rails and sleepers.
Rentable Lands and Buildings		
Depreciation	+ 1.24	Increase due to completion and commissioning of more Capital works.
Management and General Administration		
Management and Secretarial expenses	+ 4.60	Increase mainly in the expenditure on printing and publishing due to clearance of the arrears of the work of printing the proceedings.
Accounting and Auditing	+ 1.92	Increase mainly due to enhancement of Dearness Allowance and creation of certain additional posts.
Medical expenses	+ 7.61	Increase mainly in the expenditure on salaries and wages due to enhancement of Dearness Allowance and operation of vacant posts consequent on the increase in the number of patients at the Hospital and in Stores (Medical) because of increase in the number of patients and higher prices.
Store-keeping	+ 2.53	Increase mainly due to enhancement of Dearness Allowance and creation of certain additional posts and operation of vacant posts.
Expenditure on Head Office Buildings	+ 1.83	Increase mainly due to renewal of the water-proof covering of the old building and painting of the buildings.
Telephones	+ 1.96	Increase mainly because of revision of rates.
Engineering and Workshop Administration and Overheads.	+ 8.84	Increase mainly in the expenditure on B.P.T. Workshops due to more consumption of gas on special repair jobs and Electrical Establishments and Chief Engineer's Head Office, due to enhancement in the Dearness Allowance.
Sundry expenses	— 2.78	In the previous year, the expenditure was more because of overtime working of staff to prepare and audit arrears payments of staff consequent on the implementation of the Government's decisions on the Wage Board's recommendations. The Ministry of Transport Accounting Cell was also discontinued in 1971-72.
New Minor Works	— 1.64	Decrease due to completion of less works.
FINANCE AND MISCELLANEOUS EXPENDITURE		
Interest payable—		
Loans from Government	— 2.08	Decrease due to progressive repayment of loans.
Debenture Loans	— 2.54	
Retirement gratuities, *ex-gratia* payments, and other benefits—		
Retirement Gratuities	— 27.69	It has been decided to make contribution from 1971-72 onwards, to the Pension Fund on the basis of the estimated accrued liability for the two items mentioned in column 1 instead of charging the actual expenditure.
Contribution to Pension Fund on the basis of estimated accrued liability for payment of (i) Pensions and Death-cum-Retirement Gratuities under the New Pension Scheme and (ii) Special Contribution to Provident Funds.	+ 56.87	

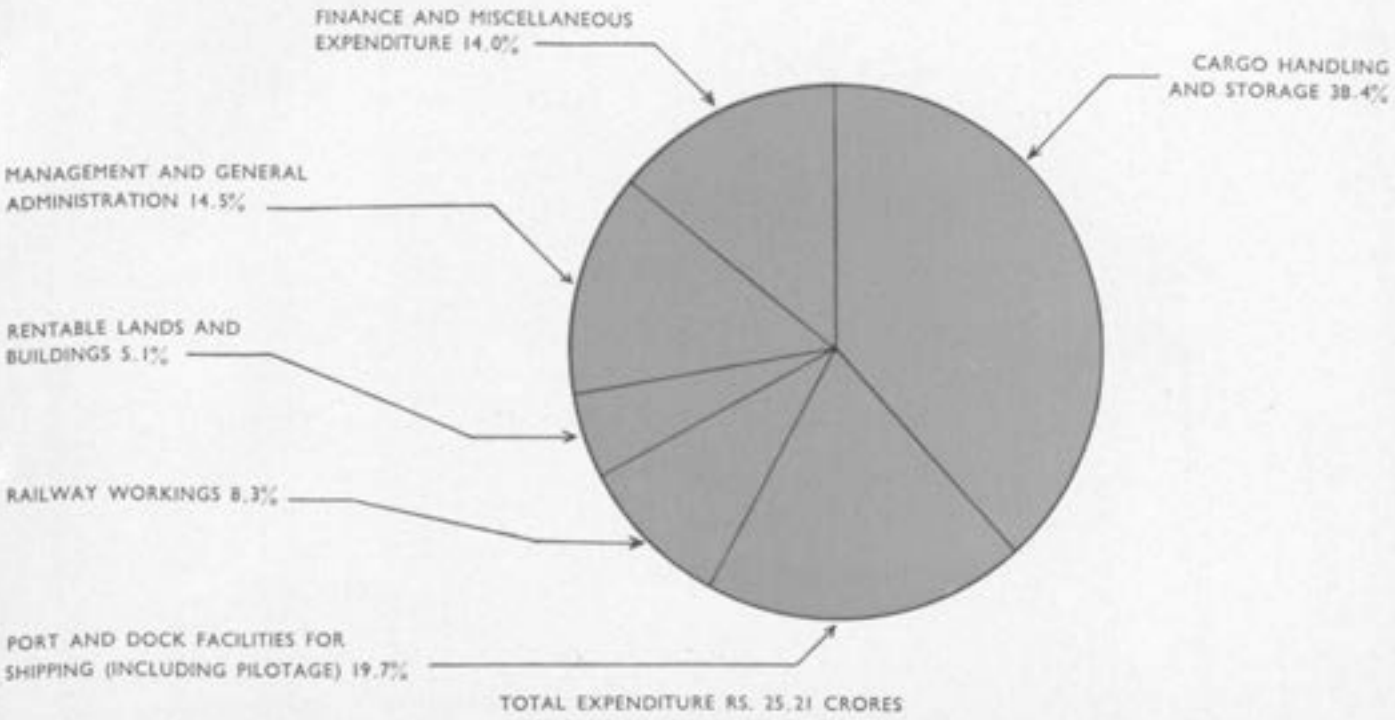
DISTRIBUTION OF REVENUE ACCOUNT INCOME, 1971-72


FINANCE AND MISCELLANEOUS INCOME 12.5%
ESTATE RENTALS 10.0%
RAILWAY EARNINGS 4.8%
PORT AND DOCK CHARGES (INCLUDING PILOTAGE FEES) 7.9%
CARGO HANDLING AND STORAGE CHARGES 64.8%

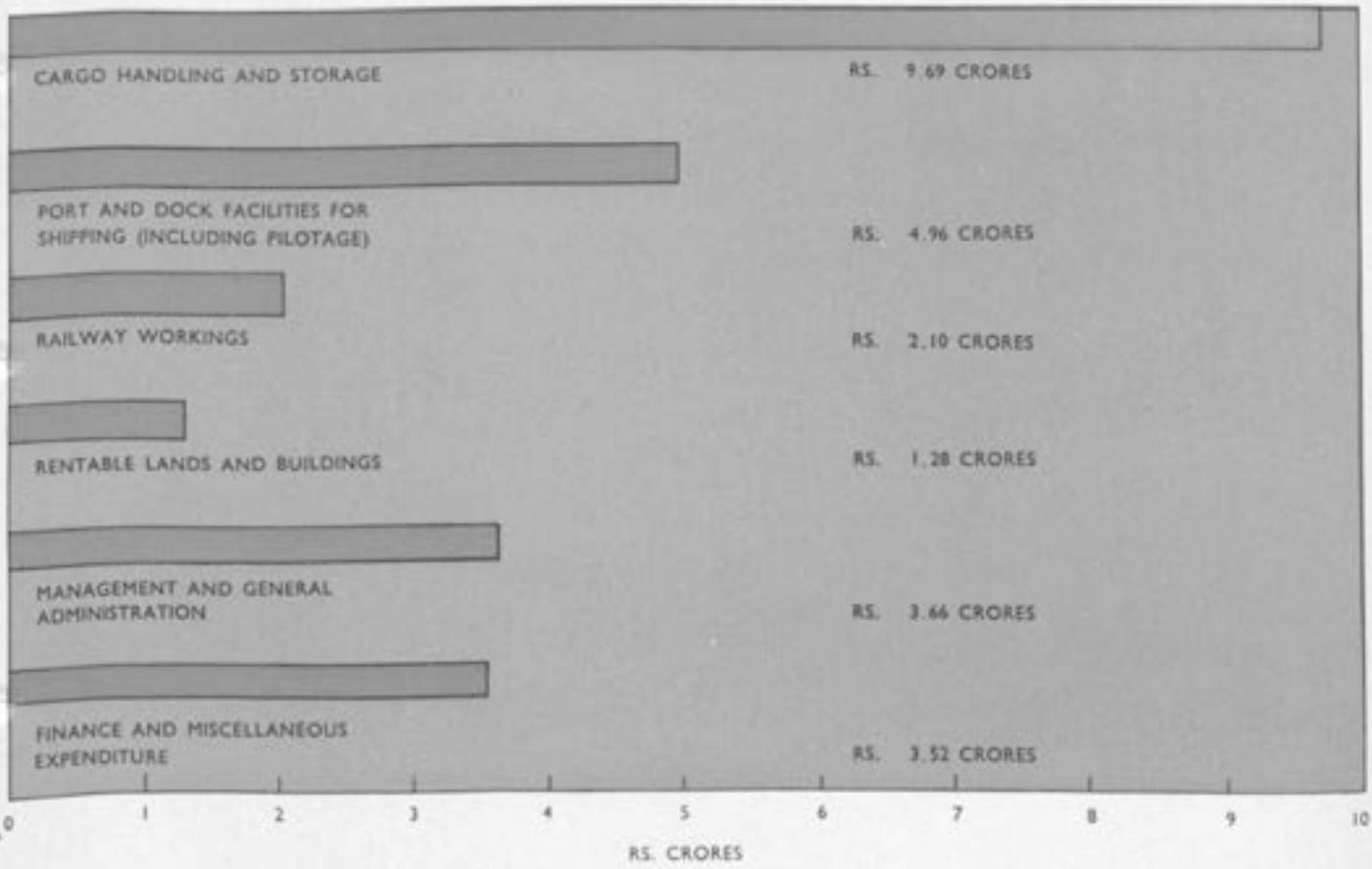
TOTAL INCOME RS. 30.44 CRORES


CARGO HANDLING AND STORAGE CHARGES RS. 19.74 CRORES
PORT AND DOCK CHARGES (INCLUDING PILOTAGE FEES) RS. 2.41 CRORES
RAILWAY EARNINGS RS. 1.45 CRORES
ESTATE RENTALS RS. 3.04 CRORES
FINANCE AND MISCELLANEOUS INCOME RS. 3.80 CRORES
0 2 4 6 8 10 12 14 16 18 20
RS. CRORES

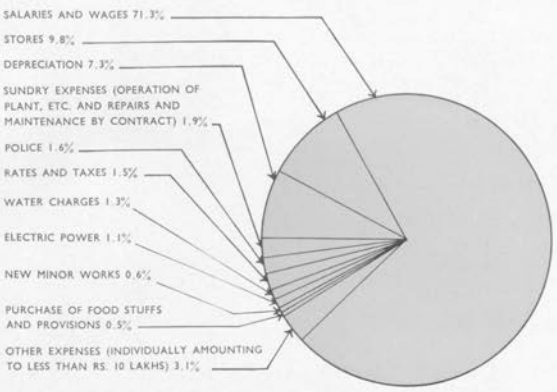
DISTRIBUTION OF REVENUE ACCOUNT EXPENDITURE, 1971-72


FINANCE AND MISCELLANEOUS EXPENDITURE 14.0%
CARGO HANDLING AND STORAGE 38.4%
MANAGEMENT AND GENERAL ADMINISTRATION 14.5%
RENTABLE LANDS AND BUILDINGS 5.1%
RAILWAY WORKINGS 8.3%
PORT AND DOCK FACILITIES FOR SHIPPING (INCLUDING PILOTAGE) 19.7%

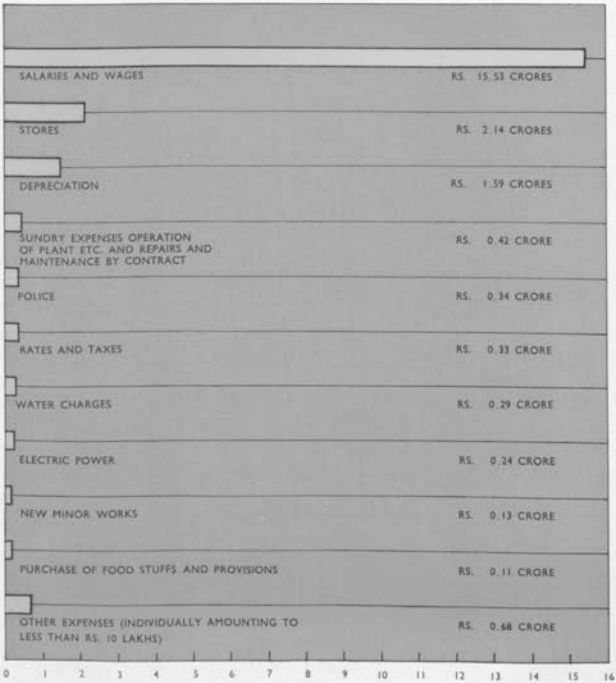
TOTAL EXPENDITURE RS. 25.21 CRORES



DISTRIBUTION OF OPERATING EXPENDITURE, 1971-72, BY TYPES


SALARIES AND WAGES 71.3%
STORES 9.8%
DEPRECIATION 7.3%
SUNDRY EXPENSES (OPERATION OF PLANT, ETC. AND REPAIRS AND MAINTENANCE BY CONTRACT) 1.9%
POLICE 1.6%
RATES AND TAXES 1.5%
WATER CHARGES 1.3%
ELECTRIC POWER 1.1%
NEW MINOR WORKS 0.6%
PURCHASE OF FOOD STUFFS AND PROVISIONS 0.5%
OTHER EXPENSES (INDIVIDUALLY AMOUNTING TO LESS THAN RS. 10 LAKHS) 3.1%

TOTAL OPERATING EXPENDITURE RS. 21.80 CRORES



Principal Activity and Published Income/Accounts Head	Variance Rs. (in lakhs)	Reasons for variations
FINANCE AND MISCELLANEOUS EXPENDITURE—*Concld.*		
Retirement gratuities, *ex-gratia* payments, and other benefits—*Concld.*		
Advance towards additional *ex-gratia* payments in lieu of bonus.	+ 49.00	The advance towards additional *ex-gratia* payment in lieu of bonus from the accounting year 1970-71 was sanctioned in January-February 1972.
Pension Payments	— 2.72	Since contribution to the Pension Fund has been made on the basis of the estimated accrued liability as stated above, the pension payments (under the New Pension Scheme) are now directly debited to the Pension Fund.
Bad Debts and Stores Adjustments ..	— 2.58	In the previous year, more survey reports of physical verification of stores were finalised.
Items relating to previous years ..	+133.41	Increase mainly because of (i) the payment of advance towards additional *ex-gratia* payment in lieu of bonus for 1970-71; (ii) accrual of the liability for the period 1-1-1969 to 31-3-1971 on account of (*a*) grant of 'Equation Allowance' to Docks Shore workers and (*b*) arrears of pay and allowances payable consequent on resolution of some anomalies in pay fixation; and (iii) transfer of a part of the expenditure on 'Special Repairs to Hughes Dry Dock caissons' to 'Revenue Account' in accordance with the Government's orders.

The following statement compares the year's income and expenditure with those of past years:—

(Rs. in lakhs)

Year	Revenue			Expenditure			Surplus (+)/Deficit(—)	
	General Account	Pilotage Account	Special Receipts	General Account	Pilotage Account	Special Expenditure	General Account	Pilotage Account
1945-46 ..	449.13	7.06	67.37	388.41	7.27	67.37	+ 60.72	— 0.21
1951-52 ..	691.17	13.59	116.87	507.26	11.20	116.87	+183.91	+ 2.39
1956-57 ..	1,107.61	19.59	79.55	874.51	12.81	79.55	+233.10	+ 6.78
1961-62 ..	1,380.62	27.68	145.97	988.25	14.60	145.97	+392.37	+ 13.08
1966-67 ..	2,048.09	29.62	479.59	1,863.72	19.69	479.59	+184.37	+ 9.93
1967-68 ..	2,431.44	53.65	570.77	2,186.73	22.91	570.77	+244.71	+ 30.74

	Income			Expenditure			Net Surplus (+)/Deficit (—)		
	Operating	Finance and Miscellaneous	Transfers from Reserves, etc.	Operating	Finance and Miscellaneous	Transfers to Reserves, etc.	Total	General Account	Proforma Pilotage Account
1968-69* ..	1,966.51	326.37	79.68	1,624.04	252.03	421.19	+ 75.30	+ 71.74	+ 3.56
1969-70* ..	1,988.94	328.91	88.84	1,765.14	384.19	226.98	+ 30.38	+ 33.94	— 3.56
1970-71* ..	2,176.99	336.89	33.21	2,054.88	149.40	309.38	+ 33.43	+ 27.01	+ 6.42
1971-72* ..	2,663.87	379.73	28.80	2,169.01	351.67	312.59	+239.13	+ 227.06	+12.07

* According to the revised system of accounting.

(*b*) *Balance Sheet and Capital Account*:—The cost of capital assets increased from Rs. 80.31 crores, as on 31-3-1971, to Rs. 82.48 crores, as on 31-3-1972, including Capital Works-in-Progress amounting to Rs. 8.73 crores.

As against this, the debt outstanding as on 31-3-1972, was Rs. 8.97 crores, the amount due to the public being Rs. 2.78 crores and that due to the Government Rs. 5.39 crores. The balance of Rs. 0.80 crore was held by the Trustees themselves as internal loans. The balance in the General Sinking Fund, which has been established for the repayment of loans due to the public and adjustment of internal loans held by the Trustees, was Rs. 4.19 crores at the close of the year. As the balance in the Fund is more than sufficient to meet all outstanding debenture loans, further contributions to that Fund from Revenue were discontinued from 1970-71 with the Board's and Government's approval. A Reserve for Repayment of Loans from Government has been created in order to equalise the burden of the repayment of the loans received from Government for the construction of the Marine Oil Terminal. The balance in that Reserve was Rs. 1.80 crores at the close of the year. An amount of Rs. 61 lakhs was transferred every year to the Reserve from Revenue from 1955-56 to 1960-61 and Rs. 52.50 lakhs every year thereafter. Other balances held in Funds for general or for specific purposes, as at the close of the year, were as follows :

	Rs. (in lakhs)
General Reserve Fund (including surplus for 1971-72)	3,444.45
Fire and Motor Insurance Fund	26.42
Pilotage Reserve Fund	28.49

All the Funds are invested in Government and other approved securities and fixed deposits with the State Bank of India and its subsidiaries.

The total expenditure on Capital Account, during the year, was Rs. 253.05 lakhs, as against the Revised Estimate of Rs. 439.81 lakhs. The main items contributing to the shortfall of Rs. 186.76 lakhs were : (i) Purchase of one additional pontoon grab dredger unit (Rs. 10.35 lakhs) because no stage payments have been made to the Calcutta shipyard for the work done by them as they have not complied with certain conditions of contract and delayed the delivery of the barges; (ii) Purchase of a drag suction dredger of 1,100-ton capacity in replacement of old units (Rs. 6.61 lakhs) due to non-payment of bills pending receipt of some clarification from the contractors; (iii) Dock Expansion Scheme (Rs. 41.54 lakhs) and Ballard Pier Extension Project (Rs. 20.65 lakhs) because of shortage of steel resulting in slow progress in the fabrication of wharf cranes by the supplier, delay in finalisation of large claims of the main contractors, more time taken in placing orders for certain works and slow progress on ancillary works; (iv) Nhava-Sheva Project (Rs. 14.06 lakhs) due to non-receipt of the Government's sanction to the proposal for acquisition of land for this project; (v) Facilities for container traffic at Indira Dock (Rs. 10 lakhs) due to non-receipt of the Government's sanction to the proposal to allow a foreign Shipping Line to instal container handling machinery; (vi) Fish Harbour Project (Rs. 5.34 lakhs) due to delay in the commencement of work of providing storm water drain and slow progress of reclamation work; (vii) Miscellaneous Minor Works (Spill-over—Rs. 34.48 lakhs and New—Rs. 28.14 lakhs) because of transfer of a part of the expenditure (Rs. 21 lakhs) on special repairs to Hughes Dry Dock Caissons to ' Revenue Account ' in accordance with the Government's orders and slow progress on other works for various reasons, such as change in requirements, delay in sanction, shortage of steel, etc. The major items of variations have been detailed in Appendix ' I. ' to this report.

Capital expenditure is financed from special capital receipts and from " Retained earnings representing Provision for Depreciation," apart from withdrawals, as may be necessary, from the General Reserve Fund. The amounts of such retained earnings available for financing capital expenditure or use as working capital, amounted to Rs. 4.43 crores, as on 31-3-1972. The total resources represented by the balances of the General Reserve Fund and retained earnings, thus amounted to Rs. 38.87 crores as on that date. About

Rs. 10 crores would have to be set apart to provide adequate working capital for a premier port like ours and to serve as a cushion against unforeseen adverse circumstances. The net balance available for financing further capital outlay from our own resources, as on 31-3-1972, could, therefore, be taken at about Rs. 29 crores.

Our Fourth Five-year Plan for the period 1969-74, as approved by the Government, envisaged a physical programme costing Rs. 48.14 crores, the financial requirements being considered from year to year as part of the Annual Plans. As a result of the mid-term appraisal of our Fourth Plan carried out during October-December 1971, a revised anticipated outlay of Rs. 25.62 crores has been agreed to for our Port at the Port Chairmen's Conference held at New Delhi on the 10th and 11th January 1972. About Rs. 10.73 crores have been spent so far during the first three years of the Plan and this expenditure has been financed from our own resources. The internal resources are sufficient to meet the estimated outlay during the remaining two years of the Fourth Plan. We have, however, sought the Government's assistance, in accordance with the recommendations of the Major Ports Commission, for financing the scheme for construction of open berths at Sheva.

Working at the Docks

Renaming of Alexandra Dock:—On a suggestion mooted by Shri S. R. Kulkarni, Trustee, it was decided by the Board to rename Alexandra Dock as Indira Dock in grateful appreciation of the dynamic and inspiring leadership of the Prime Minister of India, Bharat Ratna, Smt. Indira Gandhi, who along with her Government and valiant Defence Forces steered the nation safely through the emergency to a glorious success. The ceremony for renaming Alexandra Dock was held at the hands of the Union Minister of Parliamentary Affairs, and Shipping and Transport, Hon'ble Shri Raj Bahadur, on 8th January 1972, when a large number of Port and Dock workers were present to witness the same.

Traffic:—The total traffic at the Docks was 5.95 million tonnes as compared to 5.58 million tonnes in the previous year. Comparative figures for the last five years are given below :—

	Import Tonnes	*Export Tonnes*	*Total Tonnes*
1967-68	5,989,835	1,894,901	7,884,736
1968-69	4,562,991	1,959,281	6,522,272
1969-70	4,267,791	1,872,122	6,139,913
1970-71	3,563,499	2,018,997	5,582,496
1971-72	4,202,958	1,750,680	5,953,638

The imports at the Docks increased from 3.56 million tonnes in 1970-71 to 4.20 million tonnes during the year under report. From the point of the revenue earned, iron and steel was the largest single item of foreign imports passing through the Docks while in terms of tonnage, fertilisers continued to be the largest single item. The main items, which registered an increase were : cement clinker, chemicals, iron and steel, fertilisers, metals, paper/cardboards, millboards and salt, etc. The increases in these items were offset to some extent by shortfalls in the imports of foodgrains and lubricants.

Oilcakes continued to be the largest single item of exports in respect of tonnage, while it was iron and steel from the point of the revenue earned. The main items contributing to the decrease in the exports at the Docks from 2.02 million tonnes to 1.75 million tonnes during the year, were : iron and steel, oilcakes, manganese ore, sugar and vegetables. The shortfall in these

items was partly offset by increase in the exports of fodder for animals, rice and wheat, asphalt and bitumen and spices.

Palletised and containerised traffic:—As against 14,419 pallets weighing 15,799 tonnes of import cargo handled in 1970-71 at the Port, 9,673 pallets weighing 8,718 tonnes of import cargo were handled during the year under report. The corresponding figures of export cargo were 3,336 pallets weighing 2,433 tonnes of export cargo in 1970-71 and 996 pallets weighing 665 tonnes during the year under report. During the year, 96 containers weighing 794 tonnes of import cargo and 123 containers weighing 933 tonnes of export cargo, in containers of standard dimensions brought/shipped by conventional vessels as deck cargo, were also handled at the Port. The corresponding figures for 1970-71 were 117 containers weighing 796 tonnes of import cargo and 179 containers weighing 869 tonnes of export cargo.

New system of accountal of import cargo:—The new system, which was introduced initially at sheds Nos. 1 and 2, Indira Dock, with a view to maintaining at the transit sheds themselves a correct accountal of tally, delivery and warehousing particulars of cargo and to facilitate preparation of the outturn of the vessels at the transit sheds with minimum delays, has been extended to the principal general cargo handling sheds Nos. 3 to 6, Indira Dock. The results are being watched.

Remission:—As against Rs. 151.01 lakhs in the previous year, the Docks charges remitted during the year under report, in order to give relief to the trade in special circumstances, amounted to Rs. 160.50 lakhs. The break-up of the charges remitted during the year, on various grounds, was as follows:—

	(Rs. lakhs)
(i) Charges on gift parcels for refugee and other relief	4.83
(ii) Demurrage fees on consignments detained by Customs on account of I.T.C. formalities	21.18
(iii) Other *ex-gratia* remissions on diplomatic goods, duty-free goods, etc.	134.49

Piece-rate Scheme:—The piece-rate scheme introduced in March 1956 with the *ad-hoc* modifications effected from time to time and the extension scheme implemented from October 1962 continued to be in force. The total direct labour cost (inclusive of the cost of ancillary labour and tally clerks and crane and truck drivers) for the year was Rs. 2,80,38,780. The departmental labour handled 4,231,813 tonnes during the year. The average direct labour cost, excluding overheads and supervision, for handling a tonne of cargo during the year under review was Rs. 6.63 as compared to Rs. 6.48 in the previous year.

The quantities of cargoes actually handled from 1953-54 onwards and the tonnages that should have been handled at 100 per cent of datum of output provided in the scheme for payment framed by the Labour Appellate Tribunal of India at Bombay on 1-2-1956 are shown below. The differences between these two tonnages and the percentage thereof have also been shown against each year. The handling of iron and steel cargoes came under the scheme only from February 1958, and export scrap in bags and bundles from September 1960.

PRE-PIECE-RATE SCHEME

Year	*Tonnage Required*	*Tonnage Handled*	*Difference*	*Percentage of Difference*
1953-54	3,449,961	2,411,197	—1,038,764	30
1954-55	4,813,966	3,053,382	—1,760,584	36
1955-56	4,953,354	3,125,461	—1,827,893	36

POST-PIECE-RATE SCHEME

Year	Tonnage Required	Tonnage Handled	Difference	Percentage of Difference
1956-57	2,545,521	3,562,106	+1,016,585	40
1957-58	1,602,551	3,118,914	+1,516,363	94
1958-59	1,422,343	3,234,698	+1,812,355	127
1959-60	1,353,977	3,277,362	+1,923,385	142
1960-61	1,807,042	4,091,867	+2,284,825	126
1961-62	1,592,566	3,716,833	+2,124,267	133
1962-63	1,778,105	4,075,103	+2,296,998	129
1963-64	1,855,735	4,327,165	+2,471,430	134
1964-65	1,906,886	4,300,228	+2,393,342	125
1965-66	1,887,111	4,317,092	+2,429,981	129
1966-67	1,768,806	4,051,829	+2,283,023	127
1967-68	1,826,495	4,164,299	+2,337,804	128
1968-69	1,725,008	3,781,181	+2,056,173	119
1969-70	1,550,661	3,352,476	+1,801,815	116
1970-71	1,526,072	3,565,836	+2,039,764	134
1971-72	1,634,791	3,975,150	+2,340,359	143

The details of output relative to datum lines of the cargoes handled by the departmental shore labour during the past five years are shown in Appendix 'P'.

Turn-round of Shipping:—With the electrification of the Hughes Dry Dock Pump House, 34 vessels drawing 31 feet or above were berthed in the Indira Dock during the year, the deepest vessel berthed being s.s. "Container Despatcher," drawing 34'-7".

The highest number of vessels using the Docks in a fortnight, during the year, was 99 during the fortnight ended 15th October 1971. The average turnround during the fortnight was 6.6 days as against the slowest turn-round of 8.6 days during the fortnight ended 31st December 1971, when 71 vessels used the Docks. The fastest average rate per diem of turn-round of Unloading (Import) and Loading (Export) of vessels which worked 1,000 tonnes and over during the year were as follows:

	Imports (Tonnes)	*Exports* (Tonnes)
Oil	6,000	1,766
Foodgrains (bulk)	3,709	1,478
General Cargo (bulk)	1,846	1,571
General Cargo (non-bulk)	5,314	2,716

The slowest average rate was: Imports—58 tonnes and Exports—30 tonnes.

Utilisation of Berths:—The berths, which were occupied or vacant for the largest number of days during the year 1971-72, were as follows:

Dock	*Berth No.*	*Number of days occupied*	*Number of days vacant*
Indira	8,17	358	—
	22/23*	—	149
Victoria	4	334	—
	15†	—	262
Prince's	KLM	339	—
	'G'‡	—	163

* Was being dredged/wharf was under construction.

† Passenger berth.

‡ Used for barges for American cotton. The berth is only 260 ft. in length and no ocean-going vessels can be berthed thereat.

No berth available for use was vacant in Indira Dock while ships were waiting in stream. The following berths in Prince's and Victoria Docks were Vacant during the period ships were waiting in stream, as shown below :

Dock	*Berth No.*	*No. of days vacant*
Prince's	B	3
	C	12
	D	10
	F	8
	N/O	10
	P/Q	6
Victoria	2	14
	3	16
	4	8
	5	17
	6	14
	7	16
	8	16
	12	12
	14	17

The restrictions on draft, beam, length and state of tides are often the dominating factors governing the regulation of vessels to Prince's and Victoria Docks. Berths in these Docks, mentioned above, remained vacant for want of vessels suitable for them.

Duty-paid and Bonded Warehouses :—The details of goods on hand in these warehouses, as on 31-3-1972, as compared to those on 31-3-71, are given below :

Description of goods		*Balance on hand on 31-3-1972*	*Balance on hand on 31-3-1971*
Textiles—			
Cotton	Bales	5	19
Silk and Woollen Twist and yarn ..	Pkgs.	4,135	—
Artificial silk yarn	Pkgs.	8,387	19
Total ..		12,527	38
Miscellaneous goods			
Packages		25,424	26,266
Grand Total ..		37,951	26,304
Metals—			
Copper	Tonnes	142.247	—
Aluminium Ingots	Tonnes	152.916	—
Aluminium Circles	Tonnes	0.254	0.254
Miscellaneous	Tonnes	4,744.445	3,799.363
Total ..		5,039.862	3,799.617

Decongesting the Docks :—Various measures initiated in the previous years for clearing congestion of cargoes in the Docks were continued. During the year under report, 2,85,445 packages were removed to the Uncleared Goods Warehouses and 34,582 tonnes of iron and steel consignments were removed to buffer sites. At the end of the year, 1,69,920 packages were lying in the Uncleared Goods Warehouses.

Thirty-five auction sales of uncleared cargoes were held during the year. Out of 3,622 lots comprising 28,698 packages (exclusive of loose quantity of iron and steel) put up for sale, 1,750 lots, comprising 9,995 packages and loose quantity of iron and steel, were actually sold, the total sale proceeds being Rs. 38,55,159. Bids in respect of 1,331 lots, comprising 16,337 packages, were rejected as they were inadequate, while no offers were received for 541 lots, comprising 2,366 packages. In the previous year, 2,165 lots (9,644 packages) were sold for Rs. 29,24,831. As a result of regular sales held during

the year under review, the number of uncleared packages pertaining to the years 1960-66 was reduced from 1,500 as on 31-3-1971 to 1,376 as on 31-3-1972.

Six auction sales of U.S. A.I.D. (Agency for International Development) cargoes were held when 669 packages were sold. The number of such packages lying uncleared at the close of the year was 1,174.

Six auction sales of the uncleared Pakistan-bound cargoes seized during the 1965 conflict were held during the year. Out of 4,805 packages put up for sale, 556 packages were sold and 4,249 were lying uncleared at the close of the year.

The packages under confiscation by the Customs form a sizeable portion of cargoes lying uncleared in the Docks. At the close of the year, 30,321 packages were lying stored in the warehouses on Customs account for various reasons as compared to 30,588 packages as at the end of the previous year. The question of disposal of confiscated packages was pursued with the Customs, and during the year under report, 1,591 of such packages were sold by the Customs Department.

During and immediately after the Indo-Pakistani war in December 1971, certain Pakistan-bound cargoes were off-loaded at the Port under the orders from the Detaining Officer and the Principal Officer, Mercantile Marine Department, Bombay. At the close of the year 9,596 packages of general cargo were in the Docks awaiting disposal.

In order to expedite disposal of uncleared cargoes the question of allowing this Port Trust to sell such cargoes by inviting public tenders was taken up with Government. Government have issued the necessary Notification and permitted this Port Trust to dispose of, by inviting public tenders, goods which lie uncleared for more than two months from the date on which they are landed in the custody of the Board and which remain unsold after having been put up for public auction on two occasions.

Periodical co-ordination meetings with the Customs Department at different levels continued to be held during the year and various problems arising out of congestion of cargoes, etc., were discussed. The issues in regard to the method of allocation of the sale proceeds on revised basis in respect of auction sales held prior to 1-4-70 were discussed with the Customs Department. They have since agreed that the compromise formula, proposed at the Inter-Ministerial meeting held in May 1965 and accepted by the I.P.C. at their meeting held in July 1966 and which has been approved by our Board, may be adopted in such cases also.

Pilferage :—As against 286 thefts detected and 249 persons arrested in the previous year, 220 thefts were detected in the Docks and 260 persons were arrested during the year under review. The value of goods stolen and recovered amounted to Rs. 8.23 lakhs and Rs. 5.48 lakhs, respectively, as compared to Rs. 7.37 lakhs and Rs. 3.30 lakhs, respectively, in the previous year. The details regarding the number of thefts detected during the year, according to the detecting agency, with comparative figures for the previous years, were as follows :

Detected by	*No. of thefts detected* 1971-72	1970-71
(a) Police	89	96
(b) B.P.T. Staff	37	62
(c) Customs	—	—
(d) Others	2	—
(e) Thefts recorded with Police (no arrests made nor goods recovered)	92	128
Total ..	220	286

The classification of thefts detected, according to the description of the stolen goods, was as follows :

Description of goods	*No. of thefts detected* 1971-72	1970-71
Ball bearings, etc.	13	20
Cloth (cotton and woollen piecegoods)	5	10
Copper (wire, ingots/bars and cables, etc.)	6	6
Currency notes paper	8	12
Cycles and accessories	1	2
Foodstuffs	2	2
Golden stamping foils	—	1
Machinery and parts	37	34
Motor car accessories	10	8
Synthetic rubber	5	21
Telephones	—	1
Zinc slabs	2	—
Miscellaneous	131	169
Total	220	286

Periodical meetings of the Anti-Pilferage Committee were held to review the security measures adopted in the Docks to prevent pilferage of cargoes. The Internal Security Committee also met several times under the Chairmanship of our General Manager and considered various measures for prevention of thefts and improving the detection machinery for combating thefts in the Port area and took certain decisions. The General Manager continued to take a personal interest in the matter.

Dock Safety Week :—In order to inculcate safety consciousness amongst workers and Officers associated with operations in the Docks, Dock Safety Weeks are arranged every year with the co-operation of the shipping companies, stevedoring firms and others connected with the Port and Shipping industry. The third Dock Safety Week was arranged along with the Fire Service Week from 8th April to 15th April 1972. The Week was inaugurated by the Hon'ble Shri R. K. Khadilkar, Union Minister of Labour and Rehabilitation and the Hon'ble Shri A. N. Namjoshi, Minister of Education and Sports of the Maharashtra Government, presided over the function. During the Week, safety publications were released, and lectures, documentary films on safety, exhibition of safety equipments, and cultural programmes were arranged. At the valedictory function, prizes were awarded in connection with the Dock Safety Week by the Chief Guest, the Hon'ble Shri Raj Bahadur, Union Minister of Parliamentary Affairs and Shipping and Transport. Hon'ble Shri Antulay, Minister of Buildings, Communications, Law, Judiciary and Fisheries, of the Maharashtra Government presided over the function.

From the figures given below, it will be seen that the number of accidents in the Docks has gone down as a result of the safety-consciousness created in the employees :

Year	*Fatal*	*Non-Fatal*	*Total*
1968	4	902	906
1969	8	681	689
1970	7	585	592
1971	6	437	443

National Maritime Day :—The Eighth National Maritime Day was celebrated at the Ballard Pier on 5-4-1971. Necessary facilities were provided by the Port Trust.

Allotment of land in the Docks to the Oil and Natural Gas Commission:— The Oil and Natural Gas Commission applied for allotment of land and a suitable berth in the Docks for building up materials on shore for the purpose of feeding the drilling platform, which will be acquired by them in October-November 1972. This Drilling Platform will be used for exploring Oil in the " Bombay High " in the Arabian Sea. An area of 6,400 sq. metres behind shed

No. 12, Victoria Dock, and a berth on the Harbour Wall of Victoria Dock has accordingly been leased out to the Oil and Natural Gas Commission.

WORKING AT THE BUNDERS

The total traffic handled at the Bunders, including Butcher Island, during the year aggregated 10.18 million tonnes as against 8.82 million tonnes in the previous year. The imports during the year totalled 8.22 million tonnes as compared to 7.29 million tonnes in the previous year while the exports were 1.96 million tonnes, as against previous year's figure being 1.53 million tonnes. The comparative figures for the previous four years are given below :

	Import Tonnes	*Export* Tonnes	*Total* Tonnes
1968-69	7,532,930	2,349,676	9,882,606
1969-70	7,165,814	1,729,414	8,895,228
1970-71	7,294,993	1,526,537	8,821,530
1971-72	8,222,602	1,956,274	10,178,876

The comparative figures of sailing vessels, which used the Port in 1970-71 and 1971-72, were as follows :

	1971-72	1970-71
Under 10 tons	13,114	12,574
Over 10 tons (which paid Port dues)	10,431	5,546

Indices of Port Efficiency and Performance

GROUP 'A'

	1969-70 (Tonnes)	1970-71 (Tonnes)	1971-72 (Tonnes)
1. Port Traffic	15,035,141	14,404,026	16,132,514

The important variations in the tonnage of the principal items of imports and exports handled at the Docks and Bunders during 1971-72 and 1970-71 have been given earlier in the para captioned " Trade of the Port ".

2. *Average output per diem* :— (Loading and unloading—on the basis of 350 working days a year)

	1969-70 (Tonnes)	1970-71 (Tonnes)	1971-72 (Tonnes)
(*a*) Overall	42,902	41,154	46,092
(*b*) Categorywise—			
(i) Dry Bulk Cargo	5,127	4,211	2,989
(ii) General Cargo	13,528	13,352	15,617

(a) *Overall* :— The total traffic handled by the Port during the year was higher as compared with the preceding year and, hence, the overall output per diem also increased.

(b) *Categorywise*—

(i) *Dry bulk cargo* :— The output during 1971-72 was less because of fall in the quantum of dry bulk cargo traffic, particularly wheat.

(ii) *General cargo* :— The output during 1971-72 was higher because of the rise in the quantum of general cargo traffic, such as iron and steel.

3. *Per steamer-day output*—

	1969-70 (Tonnes)	1970-71 (Tonnes)	1971-72 (Tonnes)
(i) Dry Bulk Cargo	1,024	862	583
(ii) General Cargo	2,704	2,733	3,047

This figure is obtained by dividing the total quantum of the type of cargo by the total number of ships excluding oil tankers.

The indices have changed as a corollary to the variation in the relative traffic and the number of ships excluding oil tankers.

4. *Hourly output*—

	1969-70 (Tonnes)	1970-71 (Tonnes)	1971-72 (Tonnes)
(i) Per hook-hour for general cargo and other non-mechanised cargo—			
Maximum	32.3	28.0	27.3
Minimum	7.8	8.6	10.0
Overall	17.3	17.6	18.0
(ii) Per hour for mechanised handling	100 to 120	100 to 120	100 to 120

(i) *Hourly output per hook-hour for general cargo and other non-mechanised cargo*— Output for various datum lines is first calculated separately by using the data given in Appendix 'P' to this Report. The highest and the lowest figure of output disclosed by these calculations, is taken as the maximum and the minimum hourly output, respectively, and the average of all the figures is taken as the overall hourly output.

GROUP 'B'

	1969-70	1970-71	1971-72
5. *Number of ships handled*—	2,092	2,013	2,141
6. *Average size of parcel per ship* (tonnes)—	7,177	7,155	7,535
7. *Average time spent at berth* (days)—	5.11	5.83	6.47
8. *Average detention per ship* (days)—	1.24	0.15	0.69

Number of ships handled— This figure indicates the number of ships cleared from the Port during the year.

Average time spent at berth (*days*)—Average time spent at berth mainly depends on the average size of parcel per ship and the type of ship. There was a rise in the average time spent at berth during the year as compared with the preceding year due to the following reasons:

(i) Average size of parcel per ship was higher during the year.

(ii) Total number of fertiliser ships handled during the year was nearly 1½ times of that in the preceding year. These ships generally take much longer time for discharging cargo than other ships.

Average detention per ship (*days*)— The average for the year under review was higher than that for the previous year mainly because of the rise in the number of ships handled.

9. *Average turn-round time (days)*—

	1969-70	1970-71	1971-72
(i) Excluding detention	5.61	6.33	6.97
(ii) Including detention	6.85	6.48	7.66

10. *Ratio of cargo handling time to total turn-round time*—

	1969-70	1970-71	1971-72
(i) Excluding detention	0.9	0.9	0.9
(ii) Including detention	0.74	0.90	0.84

The indices at items 9 and 10 above have changed as a corollary to the variations in the average time spent at berth and average detention per ship, *vide* items Nos. 7 and 8 above.

GROUP 'C'

11. *Total investment*—

	As on 31-3-1970		*As on* 31-3-1971		*As on* 31-3-1972	
	Amount Rs. (crores)	%	*Amount* Rs. (crores)	%	*Amount* Rs. (crores)	%
Capital Assets at original cost ..	76.84	100	80.31	100	82.48	100
(i) Loan Capital Outstanding ..	11.42	14.86	10.34	12.88	8.97	10.88
(ii) Grants	..	..	0.02	0.02	0.25	0.30
(iii) Own Capital (ploughed back) ..	65.42	85.14	69.95	87.10	73.26	88.82

The decrease in the percentage of outstanding loan capital is due to the progressive repayment of loans to the Government and the public. As a corollary to the decline in loan liability, the percentage of own capital (ploughed-back) has increased because no outside borrowing was resorted to.

12. *Operating Ratio :* Ratio of Operating Expenditure to Operating Income-

	1969-70 (Rs. crores)	1970-71 (Rs. crores)	1971-72 (Rs. crores)
Operating Expenditure	17.65*	20.55	21.69
Operating Income	19.89	21.77	26.64
Ratio %	89	94	81

* Excluding liability on account of payment of difference in salaries, etc., to Class III and Class IV employees, consequent on the implementation of the Government's decisions on the recommendations of the Wage Board for Port and Dock Workers.

The considerable improvement in the ratio for 1971-72 over that for 1970-71, despite an increase in the Operating Expenditure, is due to an appreciable rise in the Operating Income for the reasons explained earlier in this note.

13. *Ratio of Dredging Expenses to Operating Expenditure*—

	1969-70 (Rs. crores)	1970-71 (Rs. crores)	1971-72 (Rs. crores)
Dredging Expenses* (excluding expenditure on Management and General Administration) ..	0.70	0.87	1.08
Operating Expenditure (excluding expenditure on Management and General Administration)	14.95	17.14	18.03
Ratio	1 : 21.36	1 : 19.70	1 : 16.69

* Excluding depreciation.

There is a slight deterioration in the ratio as compared to the previous year mainly because the full year's liability for the operation and maintenance of the Hopper Grab Dredger 'Chelura', which was laid up for major repairs, and for the Drag Suction Dredger 'Vishal' acquired in March 1971 was not reflected in the previous year's expenditure.

14. *Ratio of Income/Investment—*

	1969-70 (Rs. crores)	1970-71 (Rs. crores)	1971-72 (Rs. crores)
Operating Income	19.89	21.77	26.64
Capital Assets at original cost	76.84	80.31	82.48
Ratio	1 : 3.86	1 : 3.69	1 : 3.10

The ratio for the year has improved as compared to that of the previous year because of the more than proportionate increase in the Operating Income as compared to the increase in the Capital block.

15. *Rate of Return on the Capital at charge—*

	1969-70 (Rs. crores)	1970-71 (Rs. crores)	1971-72 (Rs. crores)
(i) Capital Employed—			
Capital Assets at original cost less depreciation and works-in-progress ..	41.37	45.04	47.76
Operating Income	19.89	21.77	26.64
Operating Expenditure	17.65*	20.55	21.69
Operating Surplus	2.24	1.22	4.95
Return %	5.41	2.71	10.36
(ii) Capital Employed (as in (i) above plus Working Capital)	47.48	49.61	52.19
Net Surplus (excluding interest on loans, *ex-gratia* payments and interest on investments and cash balances of Funds/Reserves)	0.80	2.19	5.05
Return %	1.68	4.41	9.68
(iii) Capital Employed (as in (ii) above plus investments and cash balances of Funds/Reserves)	84.57	88.24	94.37
Net Surplus (as in (ii) above plus interest earned on investments and cash balances of Funds excluding Provident Funds) ..	2.55	3.99	7.01
Return %	3.02	4.52	7.43

* Excluding liability on account of payment of difference in salaries, etc., to Class III and Class IV employees, consequent on the implementation of the Government's decisions on the recommendations of the Wage Board for Port and Dock Workers.

All the ratios show a considerable improvement because of the more than proportionate increase in the Operating and the Net Surplus as compared to the increase in the Capital Employed.

16. *Current Ratio—*

Ratio of Current Assets to Current Liabilities—	*As on* 31-3-1970 (Rs. crores)	*As on* 31-3-1971 (Rs. crores)	*As on* 31-3-1972 (Rs. crores)
Current Assets	27.95	28.98	29.90
Current Liabilities	10.70	9.13	10.70
Ratio	2.61 : 1	3.17 : 1	2.79 : 1

The figures of Current Assets for the purpose of computing this ratio have been calculated after taking into account the relative footnotes to the Balance Sheet, that is to say, for computing the figures of Current Assets, Investments which were due to mature within one year of the date of the Balance Sheet have been considered as Current Assets and Fixed Deposits with the State Bank of India and its Subsidiaries (shown under Balances at Banks and Cash in hand, under Current assets in the Balance Sheet) maturing after one year from the date of the Balance Sheet have been excluded from Current Assets. This classification is generally in accordance with the practice followed by Commercial Companies. The ratio is quite satisfactory, when compared to the normally accepted safe ratio of 2 : 1.

17. *Interest Earned Ratio—*

	As on 31-3-1970 (Rs. crores)	*As on* 31-3-1971 (Rs. crores)	*As on* 31-3-1972 (Rs. crores)
Net Surplus (without allowing for interest expense)	2.17	3.54	5.63
Interest Expense	0.48	0.45	0.40
Ratio	4.52	7.87	14.08

The ratio for the year has improved as compared to that for the previous year, mainly because of increase in the Net Surplus due to reasons explained earlier in this note.

18. *Ratio of Current Assets to Total Assets—*

	As on 31-3-1970 (Rs. crores)	*As on* 31-3-1971 (Rs. crores)	*As on* 31-3-1972 (Rs. crores)
Current Assets	27.95	28.98	29.90
Total Assets	143.07	146.73	155.69
Ratio	1 : 5.12	1 : 5.06	1 : 5.21

19. *Stores (Stores Department) turn-over ratio—*

	1969-70 (Rs. crores)	1970-71 (Rs. crores)	1971-72 (Rs. crores)
Cost of stores issued	2.19	2.38	2.40
Average stock of stores	2.32	2.09	1.90
Ratio	1 : 1.05	1 : 0.88	1 : 0.79

The ratio shows a slightly improved position because of the reduction in the inventory.

19. (A). *Ratio of Stores (Stores, Engineering and Labour Departments) Inventory to Working Capital—*

	As on 31-3-1970 (Rs. crores)	*As on* 31-3-1971 (Rs. crores)	*As on* 31-3-1972 (Rs. crores)
Stores Inventory	3.07	2.85	2.70
Working Capital (Current Assets less Current Liabilities)	17.25	19.85	19.20
Ratio %	17.80	14.36	14.06

The ratio indicates the proportion of the Working Capital constituted by the Stores Inventory. The position, as on 31-3-1972, has improved due to a more than proportionate decrease in the Stores Inventory compared to that in the Working Capital.

20. *Debtors turn-over ratio—*

	Amount billed during 1971-72 (Rs. lakhs)	*Total amount outstanding as on* 31-3-1972 (Rs. lakhs)	*Ratio per cent* 31-3-1972	*Ratio per cent* 31-3-1971
(i) Docks Bills (Wet Docks and Dry Docks)	316.22	35.77	11.31	11.02
(ii) Bunder Bills	29.49	8.28	28.08	31.53
(iii) Estate Department Bills ..	269.39	150.08	55.71	51.42
(iv) Port Department Bills ..	138.10	12.41	8.99	9.74
(v) Railway Department (Rental Bills)	4.54	8.93	196.70	187.70
(vi) Bills rendered by Chief Accountant mainly for services rendered by Engineering Departments ..	42.21	13.97	33.10	36.68
Total ..	799.95	229.44*	28.68	28.10

* Outstanding out of amounts billed during 1971-72—Rs. 137.96 lakhs.

Against the arrears of Estate Department, Rs. 65.40 lakhs are held in Miscellaneous Deposit Account. Outstandings amounting to Rs. 3.42 lakhs and Rs. 4.06 lakhs of the Docks Department are covered by amounts held in 'Personal' and 'Petty' Deposit accounts, respectively. The average collection period for 1971-72 was 105 days as against 103 days for 1970-71. Large amounts are outstanding against the Government Departments and Undertakings. The latest improved position has been mentioned earlier in this note. Vigorous efforts are being made to recover the remaining dues.

GROUP 'D'

21. *Number of Berths and Moorings—*

	1969-70	1970-71	1971-72
Berths	56	56	57
Buoy Moorings	2	2	2
Anchorages	50	50	50

During the year 1971-72, a new berth at the Ballard Pier Extension was added.

22. *Percentage of Berth Occupancy—*

	1969-70 %	1970-71 %	1971-72 %
Indira Dock	63.80	71.76	82.63
Victoria Dock	61.38	62.69	71.17
Prince's Dock	59.85	62.18	65.78
Butcher Island and Pir Pau	50.81	44.70	58.35

The figures for 1970-71 and 1971-72 are based on the data for all the twelve months and have been calculated nearest to five minutes in respect of every occupying vessel. For 1969-70, the figures were based on the data for only three months, viz. January to March 1970, and it was calculated nearest to a day in respect of every occupying vessel.

GROUP 'E'

23. *Average number of persons employed—*

1969-70	29,848
1970-71	29,831
1971-72	30,099

24. *Total wage bill per annum*—

	(Rs. lakhs)
1969-70	1,266.10
1970-71	1,449.74*
1971-72	1,582.79

* Exclusive of the arrears of pay and allowances amounting to Rs. 206.88 lakhs paid consequent on the decisions on the Wage Board's recommendations.

25. *Contribution to national income*—

1969-70	Rs. 15.28 crores approximately.
1970-71	Rs. 18.90 crores approximately.
1971-72	Rs. 20.22 crores approximately.

This figure is composed of—

(i) Salaries and Wages;

(ii) Revenue Surplus (General Account and Pilotage Account);

(iii) Contribution to General Reserve Fund for development projects including those covered by the I.D.A. Credit.

Port Development and Modernisation—Fourth Five-Year Plan

The progress of some of the important schemes included in the Fourth Five-Year Plan of the Port is indicated below:

(A) DOCKS AND BERTHS

(1) *Dock Expansion Scheme—General*—The quarry at Elephanta Island was closed and the site handed back to Government in November 1971.

Indira Dock Extension—Ancillary Works—The various ancillary works, such as, laying storm water drains for the road over the reclamation leading to the new Harbour Wall Berths, construction of a flood-light tower at Berth No. 12B, Indira Dock, paving of storage areas at Berths Nos. 12B and 13A, Indira Dock, construction of rest shelter, drinking water centres, bathing centres, lavatory blocks, etc., laying of medium voltage cables and telephone cables to the new berths, electrification of Shed No. 21, Indira Dock, laying of L.T. and telephone cables and providing suitable lighting at the New Harbour Wall Berths were completed during the year. The work of paving with asphaltic maccadam the road over the reclamation and paving of wharf apron and storage areas at Berths Nos. 22 and 23, Indira Dock, was in progress. Fabrication of the structural steel work for the single-storeyed transit shed to be constructed at Berth No 13B, Indira Dock, and the plinth work therefor is in progress.

The delivery of the electric wharfside cranes, a contract for which had been awarded to an indigenous concern earlier, had been delayed as the full requirement of steel for fabrication of the cranes has not been received by them. Meanwhile, the requirement of cranes was revised from time to time and it has now been decided to order 15 (eleven 6-tonne and four 13-tonne) cranes. The Government's sanction to this revised proposal, which has been sanctioned by the Board, is still awaited. Most of the crane components of nine 6-tonne cranes required for erection have been brought on site by the contractors and the erection work was in progress. The progress of the work was hampered because of the explosion on M.V. "Tarsos" near the site of the work in June 1972. The patented underground water-tight electric plug and socket units for the wharfside cranes ordered from a Local Company have been received. The installation of ground sockets and contact units for these cranes and A.C. shore supply and laying of cables to feed these units at the new Harbour Wall Berths and the south end of the Tug Berth have been completed.

(2) *Ballard Pier Extension*—All the marine works were completed and the extended berth was being made use of occasionally. The construction of the new Terminal Building and the Signal Tower has just been completed. The wharfside electric cranes for the new berth have been ordered along with the electric cranes for the new berths under the Dock Expansion Scheme.

The building for the electrical sub-station at Ballard Pier has been completed and the installation of electrical equipment therein is nearing completion. Other ancillary works, like laying storm water drains for the road to new berth, paving the road with asphaltic concrete, providing foundations for capstans, fixing bollards, laying hydraulic pressure pipes and installing capstans have been completed.

(3) *Master Plan for the development of the Port of Bombay*—All the copies of the Master Plan have been received from the Consulting Engineers.

(4) *Development of a Satellite Port at Sheva-Nhava—Phase I*—The preliminary project report for the first stage of development of port facilities at Sheva-Nhava prepared by our Additional Chief Engineer was considered by the Board and a scheme for constructing three berths in a tidal basin, at an estimated cost of about Rs. 52 crores, was approved subject to the sanction of Government, which is still awaited. Meanwhile, action was initiated for revising the existing port limits to enable development of the port facilities at Sheva-Nhava and for acquisition of the land required therefor. The proposal for the interim extension of the port limits, excluding the operational area of the existing minor ports administered by the State Government but including the entire area in which the construction of the Satellite Port is envisaged, was approved by the Board subject to the sanction of the Central Government. The proposal has been cleared by the State and Central Governments. The State Government has issued the notification declaring the revised limits of the concerned minor ports administered by them. The Central Government is expected to issue the requisite notification soon. The Government's sanction to the proposal for acquisition/purchase of land required for the Satellite Port is still awaited. With a view to cutting down delays, it has been decided to accept the offer of the City and Industrial Development Corporation of Maharashtra Limited, which is acquiring land for the new Metro-Centre, for the transfer of certain area of land required by this Port Trust for the development of port facilities at Sheva-Nhava, on no-profit no-loss basis, out of the land already under acquisition by them. The detailed terms and conditions are being finalised. In the meanwhile, tenders for site investigations, consisting of marine and land borings in the Sheva-Nhava area were invited and a contract has been recently awarded. The work is expected to start soon.

(5) *Construction of a bridge to carry oil pipe lines from Butcher Island to Trombay*—The proposal is being examined in the light of the recommendations in the Master Plan report. It is proposed to take up this work along with the work of constructing a fourth berth at Butcher Island. Action has been initiated for proper planning of the schemes.

(6) *Development of Powder Works Bunder*—The negotiations with the Central Railway authorities for exchange of their land at Haji Bunder leased to this Port Trust with the Port Trust land to be reclaimed at Timber Pond are in progress with a view to retaining the facilities now existing at Haji Bunder. In the event of the Central Railway accepting our offer of exchange of land, development of Powder Works Bunder may not be necessary.

(7) *Renovation of a Boat Hard at Coal/Tank Bunder*—The work was completed in October 1971.

(8) *Ship Repairs facilities at the Dry Docks*—All the civil works of the Phase I of the programme were completed, except for a building at the Hughes Dry Dock for accommodating electrical sub-station, Pumping

Foreman's office and compressors. This work has advanced to 50 per cent completion. The compressed air plant and the sub-station equipment have been installed and commissioned at the Merewether Dry Dock. These facilities will be provided at the Hughes Dry Dock after the building for housing the equipment is ready. The installation of the manifolds and pipe lines at Merewether Dry Dock is in progress. The welding sets and capacitors ordered for the Merewether Dry Dock have been received. A contract for construction of two buildings at the Merewether Dry Dock under Phase II for accommodating welding transformers, etc., has been awarded and the work completed to the extent of about 60 per cent.

(9) *Facilities for handling container traffic at Indira Dock*—The proposal to permit a foreign shipping line to instal and operate their own equipment for handling containers at Berth No. 12B in Indira Dock sanctioned by the Board was awaiting the Government's sanction. The proposal envisaged payment of Customs Duty on the imported equipment to be borne by this Port Trust as a promotional investment. Government expressed their inability to extend the drawback and the re-exportation period and suggested that the proposal be processed without considering the drawback at this stage. The shipping line has recently informed us that they are not interested in the proposal any longer.

(10) *Facilities for handling Sulphur, Rock Phosphate in the Indira Dock*—The proposal to instal four 13-tonne capacity wharfside cranes at Berths Nos. 13 and 13A, Indira Dock, under the Dock Expansion Scheme has been sanctioned, subject to the Government's sanction, which is awaited. These cranes will be useful for handling bulk cargoes like rock phosphate, sulphur, etc.

(11) *Development of a Fish Harbour, off-shore at Sassoon Dock*—The work of a reclamation of 10 acres of land under Stage I has since been completed. Tenders for marine works under Stage I of the development of fish harbour were invited in February 1972, in response to which only one offer has been received. As the offer is very much on the high side, it has been proposed to Government to appoint a high-powered Committee to negotiate with the sole tenderer.

(B) SHEDS AND WAREHOUSES

(1) *Reconstruction of Shed 'F', Prince's Dock*—The plans have been forwarded to the Bombay Municipal Corporation for approval and a detailed estimate is under preparation.

(2) *Construction of a Warehouse at Frere Basin*—The superstructure work has been nearly completed. Electrical installations are expected to be completed soon and installation of three lifts is expected to be completed by the end of December 1972.

(3) *Reconstruction of Warehouse No. 5, Prince's Dock*—Piled foundations for the warehouse have been completed and a contract for the superstructure work awarded. The contractors are making preliminary arrangements to start the work.

(C) PORT EQUIPMENT

Purchase of ten 2,000 kgs. diesel fork-lift trucks and two 10,000 kgs. diesel fork-lift trucks—All the ten 2,000 kgs. capacity trucks have been received and commissioned. An order was placed for the purchase of two 10,000 kgs. capacity (instead of 5,000 kgs. capacity) fork-lift trucks. These fork-lifts are ready for delivery at the builders' works.

(D) FLOATING CRAFT

(1) *Purchase of a tug for towing barges and dredgers*—The construction was in an advanced stage of completion by the close of the year and the tug has since been delivered on 12th July 1972.

(2) *Pilot Launches*—The performance of the two launches already accepted is far from satisfactory and some important issues are yet to be settled with the builders. The question of acceptance or rejection of the remaining two launches is under consideration.

(3) *Hopper barges for additional grab dredger unit*—The Calcutta shipyard, on whom an order was placed for two hopper barges, could not adhere to the stipulated delivery period on account of the shortage of steel and bad wheather conditions in Calcutta during the last monsoon. The revised terms and conditions of contract put forward by them have been accepted by the Board, subject to the Government's sanction, which is awaited. According to these terms and conditions, the revised schedule for delivery was March 1972. The builders had offered the barges for trials in March 1972 but the same were not satisfactory. They have been asked to rectify the defects pointed out and offer them for inspection again.

(4) *Purchase of additional tug for towing barges, pontoons, etc.*—The fabrication of the tug is in progress at the Goa shipyard concerned. The machinery has been received, but it is still to be lowered. Certain improvements have been suggested to them in the light of the experience of the tug supplied by them earlier. The vessel is expected to be delivered by December 1972/January 1973.

(5) *Survey launch with echo sounding equipment for the Marine Survey Branch*—Tenders were invited for the construction of a survey launch and the only offer received from a local shipyard was accepted, subject to the sanction of Government, which has been recently received. An order has been placed on the builders.

(6) *Purchase of grab hopper dredger in replacement of the existing dredgers*—The offer of a local shipyard for a twin rudder, self-propelled grab hopper dredger of about 800 cubic metre hopper capacity was accepted by the Trustees, subject to the sanction of Government. Government, however, have asked us to invite tenders by advertisement.

(E) HOUSING

(1) *Quarters for Class IIIC and Class IV essential staff, P. D'Mello Road (80 units)*—The second building for Class IIIC staff is to be taken in hand after the vacant possession of the plot is obtained and the final alignment of the East Island Freeway is known.

(2) *Quarters for non-scheduled staff at Antop Village (1,560 units) —Stage II—Phase B—Blocks Nos. 10 to 30 (840 units)*—About 92 per cent of the work of the remaining four blocks Nos. 16 to 19 (160 units) had been completed by April 1971. The contractors did not make further progress and requested a further advance payment, which was sanctioned by the Board, subject to the Government's sanction. They, however, accorded sanction subject to the condition that the contractors should furnish a bank guarantee for a like amount, which the contractors were not prepared to give. Further action is now being taken in the matter.

(3) *Quarters for Hospital Staff at Wadala—Stage I*—The superstructure work of the Junior Officers' Quarters continued to remain at a standstill since April 1969. For getting the remaining work done, tenders were invited after splitting it into various items. The quotations received as well as the offer of the orginal contractor for completing the work, subject to the Port Trust agreeing to pay him enhanced rates, is under consideration.

(4) *Wadala Master Plan—Stage I—Quarters for Class IIIB employees (180 units) at Reynolds Road*—A contract for the superstructure work was awarded during the year and the work completed to the extent of about 68 per cent.

(5) *Quarters for Class IIIC employees at Terminal Site, IB Wadala (440 units)*—The work has been completed and the quarters have been occupied.

(6) *Quarters for Class IV employees at Sewree Fort Road (140 units)*—The construction of the remaining buildings is to be taken in hand after the land is released by the lessees.

(7) *Quarters for Class IV Staff at Santa Cruz Estate, Wadi Bunder (400 units)*—The superstructure work of six blocks (240 units), which was in an advanced stage of completion at the end of the year, has since been completed and the quarters were inaugurated on 15th August 1972. A contract for piled foundations work for one more block of 40 units has been awarded and about 60 per cent of the work completed so far. Tenders for the superstructure work have been received and are under scrutiny.

(8) *Quarters for Class IV employees at South of Nawab Tank Overbridge (40 units)*—About 78 per cent of the work has been completed.

(9) *Construction of one more building for Class IIIC employees at Reynolds Road (40 units)*—Plans and detailed estimate for the work have been prepared and are being processed for sanction.

(10) *Construction of quarters for Class IV employees (720 units) at Timber Depot (South) at Wadala*—Plans and detailed estimate have since been sanctioned by the Board and Government, tenders for piled foundations for nine buildings have just been accepted while those for piled foundations for another nine buildings are under scrutiny.

(11) *Construction of quarters for Class IIIA employees at Worli Bunder*—A contract for piled foundations was awarded during the year and the work has been completed in June 1972. The superstructure work, a contract for which has been awarded, will start soon.

(12) *Construction of quarters for Class III and Class IV employees at Ambapada near Mahul Village—Acquisition of land*—Out of 53,000 sq yards of land under acquisition, an area admeasuring about 37,500 sq. yards has already been taken over after the proceedings were completed. It was also decided to acquire an additional adjoining area of about 17,000 sq. yards. The request of the owner concerned for denotification of a portion of the remaining land under acquisition is under consideration. In the meanwhile, the Municipal Authorities have been requested to remove some of the reservations imposed by them, under the development plan, on a portion of the plot. The question of increasing the existing Floor Space Index has been taken up with the State Government. Soil investigations have been carried out on this plot.

(13) *Reclamation of east and west Timber Pond for housing*—The plans and the detailed estimate for the reclamation of the east and west Timber Pond for housing have been considered by the *Ad-Hoc* Committee of Trustees and their report is being placed before the Board. A programme for further experimentation on the methods of effecting quicker consolidation of the soil was being drawn up in consultation with the Indian Institute of Technology, Powai.

(F) WELFARE SCHEMES

(1) *Construction of a building for the Bombay Port Trust Sports Club, etc.*—The question of change in the classification of the plot at Nicol Road earmarked for the construction of a building for the Bombay Port Trust

Sports Club, etc., and the one adjacent to it, which has fallen vacant after the expiry of its lease, is being pursued with the State Government. The Municipal Corporation of Greater Bombay is also being persuaded to grant some reasonable concessions regarding the combination of these two plots and restrictions regarding the open space.

(2) *Construction of a Dispensary, with Medical Officers' Quarters at Antop Village, Wadala*—The work, which had advanced to a considerable extent by the close of the year, has since been completed. The dispensary has started functioning at the new premises.

(3) *Construction of a foot over-bridge at Wadala*—The Central Railway have taken up their portion of the work in hand and it is expected to be completed soon.

(4) *Construction of a Dispensary, with Medical Officers' Quarters, at Jackeria Bunder Road*—After re-assessing the requirements of the Dispensary, as directed by the Trustees, revised plans and estimates were prepared and fresh tenders for the reduced scope of work were invited in January 1972. A contract for the work has since been awarded and the work has just commenced.

(5) *Construction of two more floors on the existing Welfare Centre at Nadkarni Park*—The present accommodation at the Welfare Centre is not sufficient to arrange all the welfare activities at present carried out and those proprosed to be undertaken by the residents. There is also a request for a suitable hall for social functions, marriages, etc. Construction of two more floors is, therefore, considered necessary and plans therefor are under preparation.

(6) *Construction of a Market at the Terminal Site, I.B., Nadkarni Park, Wadala*—Construction of a market has been planned for benefit of the residents of our housing colonies at Nadkarni Park, Wadala. Necessary plans have been forwarded to the Municipal Croporation of Greater Bombay and the detailed estimate is under preparation.

MISCELLANEOUS CAPITAL WORKS

(1) *Construction of a multi-storeyed building for the Controller of Stores at Mazagaon*—It is now proposed to construct a three-storeyed building at a site north of the Controller of Store's yard for the Central Stores Depot for the Workshops. The plans for the proposed building are under preparation. The question of construction of a multi-storeyed building for the Controller of Stores is to be reviewed in due course.

(2) *Laying of 300 mm. water main from 750 mm. Municipal water main at Kitridge Road*—The water main has since been commissioned.

(3) *Construction of a new building to accommodate offices, stores and workshops of G.W.S.D., Railway Engineering Section and Bunders Section of G.W.S.D.*—Piled foundations for the building have been completed and a contract for the superstructure work has been awarded. The contractors are making preliminary arrangements to commence the work.

(4) *Construction of a building for the Hydraulic Establishment, P. & V. Docks*—The Government's sanction to the revised plans and estimate for the proposed building has just been received and further action is being taken to invite tenders, etc.

(5) *Construction of R.C.C. underground and overground tanks near Red Gate, Prince's Dock*—The work has been completed to the extent of about 30 per cent.

(6) *Realigning the Dock Boundary Wall in connection with the shifting of the Purple Gate, Indira Dock*—The work was completed during the year.

(7) *Construction of a sub-station at Reynolds Road, Wadala*—As the existing electric supply lines are heavily loaded with a very little margin for giving extra power to the new quarters being constructed at Reynolds Road, it was considered necessary to construct a new sub-station. The plans and detailed estimates for the building have been sanctioned by the Board and a contract for the building has also been recently awarded. An order for the electrical equipment has been placed and some material has been delivered, while some is ready with the suppliers for delivery.

(8) *Construction of a building for various services at the Port Trust Hospital, Wadala*—It is proposed to construct a building in the Hospital compound for accommodating the staff of the Stores Department and Engineering Departments for efficient maintenance of various services at the Hospital. Detailed drawings are being prepared in consultation with the Departments concerned.

MAJOR REVENUE WORKS

Reconstruction of the damaged portion of west quay wall at Sassoon Dock—A portion of the west wall of Sassoon Dock Basin collapsed in September 1971. The work of reconstruction of the damaged portion of the wall was taken in hand immediately and the work was almost completed at the end of the year.

MAINTENANCE DREDGING

The requisite depths were maintained at the various places in the Docks and Bunders and in the approach channels with the help of our fleet of dredgers. The self-propelled Suction Dredgers 'Widgeon', 'Vikram' and 'Vishal' were deployed for dredging in the Indira Dock Channel, Prince's and Victoria Docks Channel and Pir Pau Access Channel. S.D. 'Vikram' was also utilised for dredging shallow patches in the main Harbour Channel (Phase III) between Sunk Rock and Prongs Lighthouse. The self-propelled Grab Dredgers 'Chelura' (which was recommissioned in August 1971 after major repairs) and 'Vikas' and the Pontoon Grab Dredgers 'Flamingo', 'Mayur', 'Vidur', 'Vasistha' and 'Priestman' were deployed for dredging the dock and harbour wall berths of the Prince's and Victora Docks, Indira Dock, Pir Pau Berths, Ballard Pier Mail Berth and the Ballard Pier Extension Berth, Butcher Island Berths and the Bunders and the Basins.

The Suction Dredger 'Spotbill' was converted into a self-propelled Hopper Barge and was commissioned from 27-10-1971. The Hopper Barge 'Moorhen', previously a suction dredger, was disposed off during the year, as it had outlived its useful life and was uneconomical to work.

There was a substantial improvement in the quantity dredged during the year as compared to that in the previous year as can be seen from the figures given below:—

	Quantity dredged (in cubic metres)	
	1970-71	1971-72
Docks	362,386	213,689
Docks and Harbour Wall Channel	1,017,656	1,452,338
Bunders and Basins	64,047	54,521
Pir Pau Berth and Access Channel	97,030	110,360
Marine Oil Terminal Berths	2,790	790
Main Harbour Channel (Northern portion—Phase I area)	8,725	232,750
Main Harbour Channel (Southern portion—Phase III area)	261,976*	457,285
Other Parties	9,000	1,795
New Ferry Wharf	79,688	73,694
Ballard Pier	17,810	88,470
New Dredger Berth and Barge Berth	—	20,330
Total	1,921,108	2,706,022

* Mainly capital dredging.

The total direct expenditure on dredging, without allowing for depreciation and administrative overheads, was Rs. 107.53 lakhs as against Rs. 86.97 lakhs in the previous year. The increase was mainly because of the commissioning of the new dredger 'Vishal' and recommissioning of the dredger 'Chelura' after major repairs and enhancement of the rates of Dearness Allowance. Despite an increase in the expenditure, the unit cost of dredging a cubic metre of silt decreased from Rs. 4.53 in 1970-71 to Rs. 3.97 during the year under review mainly because of the considerable increase in the output.

LABOUR

(*a*) With the valuable co-operation extended by the Labour Trustees and Union officials and the sense of responsibility displayed by the employees, industrial relations in the Port continued to be cordial and satisfactory during the year under report, which witnessed the Indo-Pakistani War. The commendable role played by Port and Dock employees during this period, as a second line of defence, by efficiently handling essential defence stores and maintaining normal Port operations consistent with the security measures in force at the time, has been appreciated by Government. The employees also willingly co-operated in the adequate Civil Defence measures taken at the Port.

There was no major strike affecting all Port Trust employees during the year. There were, however, 25 minor stoppages of work involving small groups of employees. Eighteen of these were for a few hours and the longest period was ten days in the case of certain Class IV operational staff of the Railway Department. In all, 4,168 mandays were lost as a result of these stoppages of work. It may be mentioned, however, that the shore crew of Indira Dock have been refusing from 22nd March 1972 to handle any merchant vessel at Ballard Pier Extension, in support of their demand for additional staff.

(*b*) Several local demands of the Unions were discussed with them during the year and many of them were, in turn, settled amicably or appropriate decisions taken. Particular mention may be made of the conclusions reached on issues regarding detention to shipping on account of hatch opening and closing, shortages noticed at the destinations in the Railway wagons loaded in the Docks and tallied by the Docks staff, supply of uniforms to various categories of employees, revision of Docks working hours, arrangements for handling of cargo, etc., during the national emergency, selection of peons of the Port Department for posts of Assistant Office Poriwallas, etc.

(*c*) As required under the Government Resolution on the Wage Board report, the alleged anomalies in the scales of pay fixed for the various categories of employees pointed out by the Unions were discussed with them and the results thereof were reported to Government in April 1971 for further action. As recently directed by Government, the cases have been further discussed with the Unions and in cases in which the anomalies were accepted, action was taken to rectify them.

(*d*) There were four adjudication awards during the year. In two cases, the awards went in favour of the employees while in the other two cases, the awards were in terms of the settlements arrived at between the Port Trust and the Unions concerned.

(*e*) The appeal filed by the Port Trust in May 1968 in the Supreme Court of India against the award of the Central Government Industrial Tribunal regarding the posting, on the Canadian or Henschel Diesel Locomotives, of a workman in addition to the driver was disposed by the Court in May 1971. The order was in terms of the compromise arrived at between the Port Trust and the Bombay Port Trust Employees' Union as detailed in the previous year's report.

(*f*) Two cases previously filed in the Labour Court and one filed during the year by an ex-Station Foreman of the Chief Mechanical Engineer's

Department claiming the difference of overtime wages due to him under the Minimum Wages Act, 1948, and the amount already paid to him under the Port Trust rules, were pending at the close of the year. In addition to the two cases previously referred for arbitration, the dispute regarding scale of pay raised by certain employees of the Docks, the Railway, the Estate and the Labour Departments, referred for arbitration during the year, was also pending at the end of the year under review. Eleven cases were taken up in conciliation by the Regional Labour Commissioner (Central), Bombay, during the year and amicable settlements were reached in most of them.

(*g*) The Government's decisions on the recommendations of the Major Ports Commission set up by Government to go into the economics of Port working and to consider the workers' demand for enhancement of the rate of *ex-gratia* payment in lieu of bonus are still awaited. In the meantime, the Trustees have sanctioned from the accounting year, 1970-71, the payment of an advance towards additional *ex-gratia* calculated according to the Government orders based on the *ad-hoc* formula suggested by the Hon'ble Union Minister of Labour and Rehabilitation, pending the contemplated review of the working of the Payment of Bonus Act and the evolution by Government of a new Bonus/*Ex-gratia* payment formula.

(*h*) Five mass rallies were organised by the All India Port and Dock Workers' Federation during the year, the two major ones being on 20th December 1971, to accord hero's welcome to the three Services Chiefs in charge of the Western Zone, on their achievements in India's victory in the Indo-Pakistani War of December 1971 and another on 7th January 1972, to celebrate India's victory in the said War and to welcome the Union Minister of Parliamentary Affairs, and Shipping and Transport, Hon'ble Shri Raj Bahadur.

(*i*) In observance of the All India campaign, the National Integration pledge was taken by our employees on 2nd October 1971, when the Chairman addressed the gathering stressing the importance and necessity of National Integration. As in the previous year, chosen representative employees of the different categories, religions, races, castes and home-states stood hand-in-hand for taking the pledge on the occasion to symbolise national integration in the Port Trust.

(*j*) *Welfare Activities*—Eleven Welfare Centres are run in the Port Trust residential colonies for employees. Indoor and outdoor games and matches were organised at these centres. Variety programmes, dramas, social gatherings, celebrations, talks and demonstrations were arranged, with special accent on local talent. Open air cinema shows and excursions were also arranged for the employees and their families for recreational activities. Special celebrations like Prohibition Week and Children's Week, health and cleanliness campaigns were organised with the assistance of scouts, guides and members of the Welfare Centres. Play materials were provided to the workmen residing at isolated places like lighthouses or at other places where the duties are of a standby nature and to the T.B. patients convalescing at the Talegaon Hospital. Games materials were supplied to Play Activity groups in residential colonies. Seven scout troops and five girl-guide companies were organised for the benefit of the children of Port Trust workers.

Reading rooms were provided at eight places, where popular dailies, weeklies and magazines in the different regional languages were made available. A circulating library, with a stock of 1,612 books, mostly in regional languages, was conducted for the benefit of the residents of nine residential colonies of the Port Trust. The special library for children at Wadi Bunder was well patronised. With the joint efforts of the Welfare Centres, two hand-written magazines were brought out during the year. Four summer vacation groups for school children were conducted. Twelve excursions to places of interest in and around Bombay were arranged. Twelve camps were also arranged for

the scouts. Five needle-work classes for women and girls and seven hand-work classes for children were arranged. Nine nursery schools were conducted at different Port Trust colonies.

A free Reference Library for the benefit of children of Port Trust employees undergoing school and college studies was the new scheme started during the year. The library consists of reference books on important subjects for high school studies and for various faculties of college education, including Medicines and Engineering. The main library is located at the Nadkarni Park Welfare Centre where not only reference books are issued to the students but also sitting accommodation for study is provided. Four book lending centres have been opened in our other housing colonies.

During the hostilities with Pakistan in December 1971, six voluntary Citizens' Defence Committees were formed in the Port Trust residential colonies. The volunteers patrolled the areas in their respective colonies and assisted the Civil Defence Wardens in discharging their duties and observing black-out restrictions.

The daily average attendance and sales at the various departmental canteens was as follows:—

	Canteen	Hours of work	Average attendance per diem	Average daily sale
				Rs.
1.	Mobile Service for the three Docks	24 hours (including Sunday)	3,330	453
2.	Yellow Gate, Indira Dock	24 hours (including Sunday)	4,903	670
3.	Shed No. 18, Indira Dock	24 hours (including Sunday)	2,618	476
4.	Blue Gate, Indira Dock	7 a.m. to 11 p.m. (including Sunday)	2,470	526
5.	Victoria Dock	7 a.m. to 11 p.m. (including Sunday)	2,089	527
6.	Shed No. 15, Victoria Dock, (Sub-Canteen) ..			
7.	Prince's Dock	7 a.m. to 11 p.m. (on week days)	1,588	306
8.	Workshops	8 a.m. to 5 p.m. (on week days)	650	206

About 50 articles of hot and cold drinks, snacks, other vegetarian and non-vegetarian preparations, and rice plate were served in the canteens at moderate rates. The sale of Government sterilised bottled milk was continued in the canteens at the Yellow Gate, Indira Dock, Blue Gate, Indira Dock, and Victoria Dock. A new tea-stall has been provided from February 1972 at the New Booking Hall near Purple Gate, Indira Dock, for serving tea and snacks to the Dock workers twice during the day before commencement of the shifts. A new fruit stall has been started since March 1972 through a private contractor at the Canteen at Blue Gate, Indira Dock.

The canteen at the Administrative Offices Annex, which was handed over on 2nd October 1970 to the Bombay Port Trust Staff Co-operative Canteen Society Ltd., formed by the employees working at the Administrative Offices Buildings, was run efficiently during the year. Tea, snacks, lunch, aerated waters, etc., are provided by the Society to the Port Trust employees at tariff rates approved by the Port Trust. The canteen at Butcher Island was handed over in January 1972 to a Co-operative Society formed by the employees. It was run satisfactorily.

Several caterer-managed canteens provided at important offices and work-places (including tea-stalls at different Port Trust Railway Stations) were continued to be supervised by the Labour Department during the year. The canteens provide tea, snacks, meals, etc., at the approved tariff rates.

Seven Co-operative Consumers' Stores, started by the Port Trust employees at the colonies, functioned well during the year. In addition, two

Co-operative Consumers' Stores were run by two Labour Unions of Port Trust employees—one at Mazagaon and the other at Carnac Bunder.

A Seminar (Shibir) of workers in the Consumers' Co-operative Societies was held in the Bombay Port Trust Conference Hall under the auspices of the Greater Bombay Co-operative Board, Ltd., for two days on 30th and 31st May 1971. About 150 co-operative workers from various Consumers' Co-operative Societies in the Bombay City participated in the Seminar, of whom about 20 were from the Societies of Port Trust employees. A " Co-operative Week " was celebrated for the first time in the Bombay Port Trust from 6th November to 12th November 1971. An elaborate programme was drawn up and lectures of eminent persons in the co-operative movement, educationists, trade union leaders, etc., were arranged during the week. The week was inaugurated on 6th November 1971, in the Port Trust Conference Hall, and propaganda meetings were held in the Port Trust housing colonies, the Societies' premises, etc., in order to make the Port Trust employees conscious of the co-operative movement. All the eight Co-operative Societies in the Port Trust actively participated in the celebrations.

A special part-time class for imparting practical training to the office-bearers, Managing Committee members and employees of the different Consumers' Co-operative Societies functioning in the Bombay Port Trust was arranged from 25th February 1972. The duration of the class was two months and it was conducted with the assistance of the Greater Bombay Co-operative Board, Ltd. The subjects taught in the class were : Co-operation, Co-operative Act, Co-operative Accounts and Co-operative Management. Nineteen Port Trust employees and one employee of a society attended the class.

The All India Conference on Consumer Protection organised by the Consumer Guidance Society, Bombay, was held from 31st March 1972 to 2nd April 1972. Ten Port Trust employees—two employees as representatives of the Port Trust and eight employees recommended by the different Consumers' Co-operative Societies in the Port Trust participated in the Conference as delegates.

To encourage Port Trust employees and their children in their educational career, 92 scholars, who scored outstanding success in their S.S.C., College, Diploma Course, University Degree or equivalent examinations held during the year 1970-71, were felicitated at a special function held for the purpose on 14th August 1971. Cash awards of Rs. 50, Rs. 30, and Rs. 20 each were awarded to (i) 12 scholars who passed Degree or equivalent examinations, (ii) 21 scholars who passed University examinations, and (iii) 59 scholars who passed S.S.C., College or Diploma Course examinations, respectively.

To promote harmonious labour relations, economic development and national integration, a 'Community Lunch' (Sahabhojana) was also arranged on May Day (Maharashtra Day), 1971, by the Bombay Port and Dock Workers' Education Committee headed by our General Manager and with which the Dock Labour Board, Stevedoring firms, Labour Unions and others connected with the Port were associated. Dr. P. B. Gajendragadkar, ex-Chief Justice of the Supreme Court and the then Vice-Chancellor of the University of Bombay, was the chief guest on the occasion. The function was attended by the Chairman, General Manager and about 3,000 employees including officers and was well appreciated by all concerned.

To inculcate the habit of thrift and to encourage savings amongst the Port and Dock Workers at Bombay, a Pay Roll Savings Scheme was vigorously launched in the Bombay Port Trust with effect from 2nd December 1971, i.e., prior to the declaration of the national emergency, with the help of the officers of the National Savings Organisation, Bombay and the spontaneous and valuable assistance of the Union leaders. In order to make the drive successful and to impress upon each and every employee the importance of

savings, meetings were arranged at different establishments of the Trust when the salient features of the scheme were explained to the workers. The target of the Bombay Port Trust is to enrol for the Savings Scheme at least 55 per cent of the employees. As at the end of March 1972, about 13,000 employees have enrolled themselves in the Scheme by expressing their willingness in writing for deducting amounts ranging from Rs. 5 to Rs. 150 per mensem from their pay. The total deductions amount to about Rs. 1,11,665 per mensem. 8,601 Recurring or Cumulative Time Deposit Accounts have been opened in individual names of the employees during the year under report.

The Port and Dock Workers did not lag behind in making their contribution to the National Defence Fund at the time of the national emergency. A cheque for Rs. 1.40 lakhs being the first instalment of the contribution was presented by the Port Trust to the Hon'ble Shri R. K. Khadilkar, the Union Minister of Labour, Employment and Rehabilitation, who was the chief guest at a special function arranged by the All India Port and Dock Workers' Federation and Workers' Committee for National Defence, on 10th February 1972. Admiral S. M. Nanda, Chief of the Naval Staff, was also present at the function. The total contribution made by the Port Trust employees to the National Defence Fund, during the year 1971-72, amounted to Rs. 2.90 lakhs.

Total expenditure incurred out of the Employees' Welfare Fund amounted to Rs. 5.27 lakhs as against Rs. 4.72 lakhs in the previous year. A contribution of Rs. 4.86 lakhs was made to the Fund from Revenue. A total grant of about Rs. 45,000 was paid to the B.P.T. Sports Club and of about Rs. 15,500 to the B.P.T. Reynolds Institute for their sports, drama and cultural activities and for renewals, repairs and additions to the furniture. Our Kabbadi Team won a cup in the up-country tournaments and another in the local tournaments. A drama was staged by the Club in local competitions and one of the participants won a prize for individual acting performance.

Housing—Particulars of the quarters occupied and vacant or to be demolished as on 31.3.1971 and 31.3.1972 are given below :

Particulars	*As on 31-3-1971*	*As on 31-3-1972*
(A) *Occupied*—		
1. Free of rent (including some double units) ..	842	840
2. On Payment of rent	3,140	3,648
(B) *Occupied for purposes other than quarters*—		
1. Dispensaries	13	13
2. Consumers' Co-operative Stores	25	25
3. Offices	34	35
4. Welfare Centre/Family Planning Centres	10	10
5. Store Rooms	8	8
6. Police	39	39
7. Post Office	5	4
(C) *Vacant* (including units which continue to be occupied even after death, resignation, retirement, etc., of allottees) and/or to be demolished	90	64
Total ..	4,206	4,686

During the year under review, 440 units of Class IIIC Staff Quarters at the Terminal Site, I.B. Wadala, and 40 units of Class IV Staff Quarters at Sewri Fort Road became available and were allotted to eligible employees. From April 1972 onwards, 240 units of Class IV employees' quarters at Santacruz Estate, Wadi Bunder, became available and these were inaugurated on 15th August 1972 at the hands of Shri R. P. More, Cabinman, an employee who has put in the longest service in the Port Trust. Four units of Junior Officers' Quarters at Antop Village Dispensary have also been completed and allotted to the eligible officers. It will be seen from Appendix 'G' that the percentage of certain categories of employees housed in the quarters

Celebration of "Co-operative Week" from 6th to 12th November, 1971.—Dr. Shanti Patel, Trustee, addressing the gathering at the inaugural function.

First training programme for the supervisory staff of the Docks Department organised from 24th February to 11th March, 1972 — Trainees at the class.

Felicitation, on 19th August, 1972, of the Port Trust employees and their children securing outstanding success in examinations.
— Scholars and parents.

ANNUAL SPORTS AND PRIZE DISTRIBUTION FUNCTION HELD AT THE NADKARNI PARK WELFARE CENTRE ON 16TH FEBRUARY, 1972

"Saree Nritya" by children of the Nadkarni Park Welfare Centre.

"Action Song" by the Jackeria Bunder Nursery School children

"Varsha Nritya" by children of the Jackeria Bunder Colony.

"Meera Nritya" by children of the Nadkarni Park Welfare Centre.

Group photo of participants.

Mass drill by children at the Flag Hoisting ceremony at the Nadkarni Park Welfare Centre.

SILVER JUBILEE OF INDEPENDENCE— 15TH AUGUST, 1972.

Inauguration of the New Quarters for Class IV Employees at the Santacruz Estate, Wadi Bunder, by the chief guest, Shri R. P. More of the Railway Department, seniormost employee of the Port Trust.

Issue of allotment letters by the chief guest.

New Antop Village Dispensary Building.

Shri Redkar receiving roving trophy for the cleanest block in the Nadkarni Park Extension, from the then Chairman.

OBSERVANCE OF CLEANLINESS WEEK AT THE NADKARNI PARK COLONY FROM 2ND TO 9TH OCTOBER, 1971.

Smt. Indumati V. Ghodke, the first prize-winner for Rangoli, receiving award from the General Manager.

has almost reached or exceeded 30 as at the close of the year under report. 480 Class IV staff quarters and 200 Class III staff quarters are under construction. Additional 2,200 units are proposed to be constructed during the Fifth Plan period for housing Class III and Class IV staff. Our attempt will be to ensure that, as far as possible, the percentage of various categories of employees housed in Port Trust quarters by the end of the Fifth Plan period do not vary widely. Additional quarters will also be planned subject to availability of land and funds.

Additional amenities like public call offices at various colonies, special play equipments for nursery school, mosaic chairs at the Recreation Ground, Post Office letter-boxes, wooden shelves and planks, additional drying wires, were provided at the colonies during the year. It is also proposed to provide ceiling fans, peep-holes and electric call-bells in each unit of the staff quarters. A detailed estimate for provision of fans in 90 units of the staff quarters has been sanctioned by the Board very recently and the work is proposed to be completed by Diwali. The sanction for provision of fans in other units will be sought and the work completed by June 1973.

"Vanamahotsav" was celebrated at the Nadkarni Park Colony on 10th August 1971, when the Chairman, Trustees, General Manager, certain Heads of Departments and some of the residents planted saplings.

Staff Position

(*a*) *Staff Expenditure*—The total expenditure on staff, during the financial year 1971-72, amounted to Rs. 1,582.79 lakhs [inclusive of the payment of arrears, amounting to Rs. 11.15 lakhs up to 31.3.1971, on account of (i) treatment of portion of Dearness Allowance as pay in the case of B.P.T. Officers, *vide* T.R. No. 1550 of 1970, (ii) interim payment at the rate of Rs. 75 per mensem made from 1st January 1969 to the Officers covered by the terms of reference of the Major Ports (Class I and Class II non-Marine Services) Pay Committee and who are in receipt of Dearness Allowance at the Central Government rates and (iii) revision of pay-scales of Class III and Class IV employees on account of implementation of the Government decision on the recommendations of the Central Wage Board for Port and Dock Workers], as against Rs. 1,656.62 lakhs in the previous year. The latter amount included the payment of arrears, amounting to Rs. 207 lakhs upto 31.3.1970, on account of implementation of the Government decision on the recommendations of the Central Wage Board for Port and Dock Workers.

(*b*) *Important changes in the conditions of service of employees*—The following are some of the important changes during the year affecting the service conditions of Port Trust employees :—

(1) In accordance with the Wage Board's recommendation providing for the revision of the rates of Dearness Allowance every six months, on 1st April and 1st October, on the basis of the average All-India Working Class Consumer Price Index Number (base 1949=100) for the preceding six months of July-December and January-June, respectively, the rates of Dearness Allowance were revised on two occasions during the year with effect from 1st April 1971 (T.R No. 401 of 1971), and from 1st October 1971 (T.R.No. 1140 of 1971). It was expected that the proposed increase in Dearness Allowance with effect from 1st April 1971, would entail for the six months ending 30th September 1971, an additional expenditure of Rs. 21 lakhs, inclusive of overtime allowance, Trustees' Contribution to the Provident Fund and *ex-gratia* payment in lieu of bonus, etc. With the fall in the average All India Consumer Price Index from 228 points to 225 points for the six months from January 1971 to June 1971, and the consequential revision of the rates of Dearness Allowance, however, the additional expenditure on Dearness Allowance during the half-year ending 31st March 1972 was estimated to amount to Rs. 17.55 lakhs only.

(2) By T.R.No. 418 of 1971, it was decided that the Masters, 1st Class, of the harbour tugs and the M.A.H. 'Indira' of the Port Department Flotilla,

who were entitled to three holidays in a year be made eligible for thirteen holidays in a year. In supersession of this decision, it was further decided by T.R. No. 1096 of 1971 that the Masters be paid at the rate of 5 per cent of their basic pay in lieu of twelve holidays in a year and overtime allowance for the thirteenth holiday.

(3) By T.R. No. 471 of 1971, it was decided that light refreshments be served to the Doctors and Nursing Staff working in the operation theatres of the B.P.T. Hospital.

(4) In accordance with the suggestion made by the Central Wage Board for the Port and Dock Workers, it was decided by T.R. No. 545 of 1971, to carry out the work of reviewing and suggesting the appropriate strength of the different posts in the clerical cadres of the various departments and to entrust it to the Additional Chief Accountant (Organisation and Methods).

(5) By T.R. No. 575 of 1971, it was decided, with the approval of the Central Government, that when an employee, who has been allotted quarters, dies while in service, his widow be allotted quarters on out-of-turn basis, provided she is in the Port Trust service and has been sharing accommodation with the deceased employee for at least six months before the date of his death. It was further decided that if the widow is eligible for the type of the quarters allotted to the deceased employee, the same quarters may be transferred in her name. Otherwise, the quarters of the type, to which she is entitled, may be allotted to her as soon as possible.

By T.R. No. 1038 of 1971, it was decided, with the approval of the Government, to give effect to the above proposal from 1st April 1969.

(6) By T.R. No. 1138 of 1971, sanction was accorded to the revised ceilings on the overtime allowance, payable under the Port Trust Rules, to the Class III staff attached to the Cash Offices of the Accounts, Docks, Railway and Estate Departments.

(7) By T.R. No. 1279 of 1971, a scheme for assistance to Class III and Class IV employees suffering from T.B., Cancer, Paralysis or Leprosy has been introduced. Under the Scheme, Class III and Class IV employees, who have put in one year's continuous service and who are on leave without pay due to T.B., Cancer, Paralysis or Leprosy, are granted, subject to certain conditions, an *ex-gratia* maintenance grant of Rs. 100 per mensem.

(8) By T.R. No. 1309 of 1971, it was decided that the amount of scholarships (24 in all) be increased from Rs. 30 per mensem to Rs. 40 per mensem and that the increased amount be allowed to all the scholars from 1st November 1971. The proposal was estimated to entail an additional expenditure of about Rs. 12,000 per annum.

(9) By T.R. No. 1310 of 1971, it was decided to adopt in the Bombay Port Trust the Government orders, as amended from time to time, regarding the grant of advances to employees to enable them to avail themselves of the Leave Travel Concession.

(10) By T.R. No 1426 of 1971, it was decided that the B.P.T. Pension Rules be made applicable, with effect from 1st January, 1971, to the 'B' Category Shore Workers.

(11) By T.R.No. 1482 of 1971, it was decided that the Interim Payment of Rs. 75 per mensem be made, with effect from 1st January, 1969, to B.P.T. Officers, other than the Marine Officers covered by the recommendations of the Bombay Port Marine Services Enquiry Committee (1967) and the shore-based Marine Engineers. The additional expenditure on this account was estimated at Rs. 2.80 lakhs per annum.

(12) By T.R.No. 51 of 1972, it was decided that the rates of *ex-gratia* pension granted to B.P.T. employees, who had retired before 5.10.1965 on Contributory Provident Fund of the Trustees after completing not less than

20 years' continuous service in the B.P.T., be increased with effect from 1st November 1970, by Rs. 10 per mensem. The additional expenditure on this account was expected to be Rs. 1,80,000 per annum.

(13) By T.R. No. 84 of 1972, it was decided that pending the contemplated review of the working of the Payment of Bonus Act and the evolution by the Government of a new bonus/*ex-gratia* payment formula, an advance towards additional *ex-gratia* payment each year beginning from the accounting year 1970-71, on the basis of the formula suggested by the Minister of Labour and Rehabilitation, be paid to all B.P.T. employees who are drawing salaries/wages upto Rs. 1,600 per mensem and who are otherwise eligible for the *ex-gratia* payment in lieu of bonus. The payment would be treated as an advance, in the first instance, to be adjusted against future payments under such new bonus/*ex-gratia* payment formula as may be evolved and/or in such manner as the Government may decide later on.

The additional expenditure on account of this proposal for the accounting year 1970-71 was estimated at Rs. 45 lakhs.

(*c*) *Staff Training*—The first training programme for the supervisory staff of the Docks Department was organised from 24th February to 11th March 1972. Lectures were delivered by the Officers of the Docks Department and knowledgeable persons from the Shipping Companies and Clearing Agencies, Trade Union Leaders and experts from the Directorate General of Factory Advice Service and the Labour Institute on the following subjects—Managerial techniques, including planning, work distribution, human relations, training and report writing, optimum utilization of resources, diagnosis of problem areas, techniques of cargo handling, transit shed and warehouse layouts, principles of material handling, planning and control of work loads, safety in Dock work; import, export and transhipment procedures and documentation; accounting; delivery and disposal of cargo; services available to the trade and the rates of charges; billing accounts and documentation connected with the proper recovery of charges; piece-rate schemes and the connected documentation, etc.

Eight Shed Superintendents, five Assistant Shed Superintendents, two Labour Inspectors, five Labour Supervisors, three Probationary Assistant Managers (Docks), one Junior Assistant Accountant and one Probationary Accountant participated in the programme.

(*d*) *Workmen's Compensation*—The claims paid under the Workmen's Compensation Act, during the year, amounted to Rs. 96,847, as against Rs. 74,515, during the previous year.

(*e*) *Medical Facilities*—The attendance at the Head Office and other Dispensaries, during the year, was as follows :

	Head Office	Prince's Dock Dispensary	T.B. Clinic	Dock Yard Dispensary	Antop Village Dispensary	Wadala Dispensary	Grain Depot Dispensary	Pir Pau Dispensary	Ballard Estate Dispensary
Total attendance ..	4,887	1,77,795	30,321	61,993	1,61,457	74,406	66,066	4,166	38,679
Daily average attendance ..	17	592	101	206	538	250	220	15	128
New cases registered :									
Family patients	..	17,082	544	3,851	11,712	3,646	2,416	80	3,389
Employees	..	21,431	207	3,365	5,975	2,071	1,825	2,087	1,094
Total ..	..	38,513	751	7,216	17,687	5,717	4,241	2,167	4,483
Accident cases ..	..	871	..	1,955	306	1,050	285	..	141
Medical certificates ..	151	12,170	879	4,187	5,533	3,800	2,592	..	2,713
Invalidation certificates	10	26	4	4	15	4	4	..	1
Cases referred to outside hospitals ..	3	221	419	30	32	110	27	..	31
Cases referred to P. T. Hospital	727	4,507	5,068	1,526	4,869	3,100	956	..	1,352

As against 1,273 employees in the previous year, 1,669 employees availed of the benefits of the scheme for dental treatment during the year under report.

The total "Medical Expenses", excluding the expenses on the facilities and treatment for T.B. patients at the Talegaon General Hospital, aggregated to Rs 67.50 lakhs during the year under report as compared to Rs 59.88 lakhs in the previous year.

121 employee-patients and 53 family-patients were referred to the Talegaon General Hospital and Convalescent Home for treatment of T.B., where 65 beds have been reserved for our employees, of which 15 are earmarked for family-patients, with the authority to the Chief Medical Officer to admit ten more patients in the un-reserved beds, if necessary. The expenditure on these facilities during the year amounted to Rs 2.77 lakhs and it was met from the Employees' Welfare Fund. 18 employee-patients and 305 family-patients were on the waiting list at the close of the year. The Chief Medical Officer paid three visits to the Talegaon Hospital and the Assistant Chief Medical Officer paid four visits. On one occasion, the Chief Labour Officer and the General Secretary of the B.P.T. Employees' Union also accompanied the Chief Medical Officer. During the year under report. 751 new T.B. patients were registered at the T.B. Centre at the Prince's Dock Dispensary, bringing the total number of patients registered in the Centre at 2,385. In all, 1,917 visits were paid by our Health Visitors to the residences of our employees during the year.

Survey-*cum*-motivation work and follow-up measures were continued by the Family Planning Section of our Medical Department during the year under report. Six Group talks with the help of films and film-strips were arranged—one for males when 92 employees attended and five for women when 110 attended. 265 employees attended the Family Planning Clinics of whom 230 accepted Family Planning methods—134 modern and others conventional. 222 sterilisation operations—43 vasectomy and 179 tubectomy —were performed during the year. Regular follow-up action was taken in all the cases.

A programme of immunization of children of the age group of five months to five years with 'Triple Antigen' and Polio doses was also undertaken by the Family Planning Section from December 1971. The Field Staff visited individual units in our colonies to educate the employees about the need for immunization. During the four months ended March 1972, 800 units were covered and of the 265 babies who needed immunization, 204 were registered and 148 were undergoing immunization.

The bed-strength of the Hospital is being gradually increased and it has now 158 beds. The attendance at the Out-Patients Department of the Hospital, which makes available consultation facilities in various specialities, was 37,343 during the year as against 31,787 in the previous year. The number of patients admitted in the Hospital rose from 4,838 to 5,386. The Radiology Department examined 10,778 out-door patients and 3,880 in-door patients and 6,610 repeat patients, the corresponding figures in the previous year being 11,258, 3,071 and 4,832 respectively. 1,398 special investigations were carried out during the year with the help of specialised equipment available in the Department, as against 991 in the previous year. The Physical Medicine Department treated 469 in-door and 1,197 out-door patients, as against 390 in-door, 985 out-door patients in the previous year. 48,063 tests and investigations were carried out in the Pathological Laboratory of the Hospital during 1971-72, as compared to 41,843 in the previous year.

29 patients were given intensive care in the Hyperbaric Oxygen Chambers, two of them were outsiders who were admitted on humanitarian grounds on payment of moderate charges as approved by our Board. 1,658 operations (734 major and 924 minor) were performed and 778 deliveries

took place in the Hospital, during the year, as compared to 1,625 operations (434 major and 1,191 minor) and 640 deliveries in the previous year. As against 119 deaths in the previous year, 136 deaths occurred in the Hospital during the year under report.

1,694 patients took the benefit of the emergency ambulance service available round-the-clock at our Hospital.

A Medical Library has been set up in the Hospital and is being built up gradually. At the end of the year, the Hospital subscribed to 53 journals and had 400 books.

The Medico Social Workers followed-up 224 patients admitted in Hospitals and rendered useful medical guidance to our employees and their families.

Blood Donation Sessions were arranged at various Port Trust Offices, Sections and Colonies when 167 donors donated blood. Relatives of patients were also contacted and the importance of blood donation and the crucial role it plays in rapid recoveries of the patients was impressed on them. In all, 341 persons donated blood during the year, the quantity of blood collected being 341 bottles of 200 ml.

A Health Week was celebrated from 25th April, 1971 to 1st May, 1971, in order to educate our employees and their family members regarding health care, the medical facilities available, the importance of economic but nutritious diet, etc. During this period, Healthy Baby Contest, Healthy Expectant Mother Contest, Mr./Mrs. Life Contest, Economic Nutritious Recipe Contest and Cleanliness Contest were held and the successful contestants were awarded prizes. An exhibition was also arranged during the week. Main emphasis, during the Health Week, was on blood donation, demonstrations of which were arranged daily and two employees—one who donated blood for the maximum number of times at the Port Trust Hospital and another, who donated blood similarly elsewhere—were awarded prizes.

A Cleanliness Campaign Week was organised, during the year, at the Nadkarni Park Colony and at the Departmental Canteens. Rolling Trophies were awarded to the cleanest premises and cash awards were also given to the staff concerned with the maintenance of cleanliness and to the occupants of the prize-winning residential blocks.

Railway Department

The volume of " through " traffic during the year registered a small increase over that of the previous year. The figures in terms of wagons and tonnage handled during the two years are given below :—

	Wagons		*Tonnes*
	Inward	*Outward*	
1971-72	88,352	96,879	3,406,800
1970-71	99,149	90,683	3,354,500

Local traffic showed an appreciable increase over the traffic handled in the previous year as can be seen from the comparative figures given below:—

	Wagons		*Tonnes*
	Inward	*Outward*	
1971-72	11,244	11,478	426,800
1970-71	7,390	7,317	283,500

The results of the working of the B.P.T. Railway in accordance with the proforma account prepared in the approved form since 1963-64 were as follows : —

	Revenue	*Expenditure*	*Surplus(+) Deficit(—)*
	(Rs. lakhs)	(Rs. lakhs)	(Rs. lakhs)
1963-64	130.93	154.80	— 23.87
1964-65	129.01	167.86	— 38.85
1965-66	130.44	177.04	— 46.60
1966-67	138.33	198.67	— 60.34
1967-68	191.25	259.79	— 68.54
1968-69	171.33	236.39	— 65.06
1969-70	173.22	274.00	— 100.78
1970-71	195.20	269.96	— 74.76
1971-72	181.56	285.66	— 104.10

It will be seen from the above details that the deficit has increased substantially during the year. It is mainly on account of the increase in the Finance and Miscellaneous Expenditure and the Proportionate Cost of Management and General Administration and decrease in the Finance and Miscellaneous Income. The Operating Income and Expenditure show only a marginal variation. The Finance and Miscellaneous Income was more in the previous year because of the accrual of arrears of Terminal Charges. The Finance and Miscellaneous Expenditure, i.e., items relating to previous years, has increased (by Rs. 4 lakhs) because of the payment of advance towards additional *ex-gratia* payment in lieu of bonus for 1970-71 and of arrears of interim payment to non-Marine Officers for the period 1-1-1969 to 31-3-1971. The proportionate cost of Management and General Administration (including items of Finance and Miscellaneous Expenditure, such as retirement gratuity, *ex-gratia* payment in lieu of bonus etc.), allocable to "Railway Workings", has registered an increase of about Rs. 12 lakhs because of increase in the allocable costs of Management and General Administration and on account of the grant of advances towards additional *ex-gratia* payment in lieu of bonus for 1971-72 and contribution to the Pension Fund on the basis of the estimated accrued liability for payment of pension, death-*cum*-retirement gratuity and special contributions to the Provident Fund for the year 1971-72.

The question of revision of the terminal charges so as to secure the full increase of 27½ per cent levied by the Trunk Railways by way of supplementary charges on freight and giving retrospective effect to the revision from 1st April 1966, is being pursued with the Railway Board. As regards the rate of terminal charges payable from 1st April 1971, the extent of the unremunerativeness of the terminal services rendered by the Port Railway is being ascertained on a scientific basis by our Accounts Department in consultation with the Railway Department. After the necessary data are ready, the question will be taken up again with the Ministry of Railways, who are also to work out the one-end terminal content of their freight structure.

As mentioned earlier in this note, the revised proposal for elimination of railway tracks inside the Docks, drawn up by our Railway Manager after taking into account the maximum traffic of defence cargoes required to be handled at any time as indicated by the Embarkation Commandant, is being examined by the Engineering Department. The proposal to remove about 27 kilometres of track outside the Docks in a phased programme has been approved by the Board and the detailed estimate for the work sanctioned by the Board is awaiting the Government's sanction. About 300 old and unserviceable wagons of our Railway were auctioned during the year, the sale proceeds being about Rs. 14.83 lakhs. Further developments regarding implementation of other proposals for economy in the expenditure of the Railway Department have been mentioned in the paragraph captioned " Financial Position ".

Estate Revenue

The income from lands and buildings under the jurisdiction of the Estate Department registered an increase from Rs. 234.77 lakhs to Rs. 255.79 lakhs. The total income from rents from lands, godowns and sheds, etc., including from those under the jurisdiction of the Docks and the Railway Departments and from quarters, during the year, compared with the income of the past two years, was as follows :

Year	Rs. (in lakhs)
1971-72	285.12
1970-71	260.69
1969-70	263.33

The increase in the income is because of revision of rates of rent of lands and godowns. The rebate granted for prompt payment of rent every month aggregated to Rs. 1.95 lakhs as compared to Rs. 1.85 lakhs in the previous year. The income pertaining to the previous year billed during the year amounted to Rs. 14.39 lakhs as compared to Rs. 12.28 lakhs in the previous year.

The outstandings of the Estate Department at the close of the year amounted to Rs. 149.47 lakhs (excluding water charges of Rs. 0.61 lakh accrued upto March 1972 to be billed later) as against Rs. 126.33 lakhs as at the close of the previous year. Of these outstandings, about Rs. 24.18 lakhs pertained to revenue for March 1972 billed in April 1972. Against the total arrears, about Rs. 65 lakhs were held in the Miscellaneous Deposit Account. The outstandings against the Government Departments and Undertakings were about Rs. 77.07 lakhs (of which about Rs. 32.85 lakhs were due from the Defence Authorities alone), as against Rs. 65.54 lakhs outstanding as on 31.3.1971 (Defence Department—about Rs. 31.69 lakhs). Private parties owed us Rs. 72.39 lakhs as at the end of the year, the corresponding figure at the end of the previous year being Rs. 60.79 lakhs. Vigorous action is being taken to recover the outstandings as stated earlier in this note. The amount of interest charged on overdue outstandings amounted to Rs. 1.42 lakhs of which Rs. 0.47 lakh were recovered. In addition to 209 suits filed for recovery of arrears and other breaches of tenancy/lease agreements, etc., and pending in various Courts of Law at the end of the previous year, 47 new suits were filed during the year under report.

The outstandings of the Railway Department in respect of rent for lands, etc., aggregated Rs. 8.93 lakhs, the bulk of which is due from the Defence Authorities. As a result of personal efforts made by our General Manager for the recovery of these dues, a payment of about Rs. 4 lakhs has since been received from them. The matter is being pursued further.

About Rs. 8.28 lakhs are due in respect of rent for lands, etc., at the Bunders and special efforts are being made to recover these arrears.

The area of land occupied by Leaseholds as on 31.3.1972 was 2.39 million sq. metres as against 2.59 million sq. metres at the end of the previous year. The area of Port Trust structures let out on lease remained almost the same as that at the end of the previous year, viz. about 76,000 sq. metres. The total number of yearly, 15-monthly and monthly tenancies of land (including those of the Docks Department) was 1,874, as on 31.3.1972 as compared to 1,878 as at the end of the previous year. 1,480 Way Leave Agreements were in force as on 31.3.1972 as against 1,759 on 31.3.1971; 590 Port Trust structures were let out by the Estate Department on yearly, 15-monthly and monthly tenancies as against 580 in the previous year.

The rates of rent for all monthly tenancies and 15-monthly leases were increased by 25 per cent over the rents as revised from 1.10.1968. The revision was made effective from 1.1.1972 in respect of monthly tenancies and from 1.2.1972 in respect of 15-monthly leases. The rents for plots let out on yearly

tenancies were also increased with effect from 1.10.1971 by 60 per cent to 125 per cent over the then existing rates of rent, depending upon the user. It was also decided to convert the yearly tenancies into monthly tenancy from the same date. The rents for certain occupations of the Defence Department at Mazgaon-Sewree Reclamation Estate, which were continuing on a month-to-month basis since the expiry of the Second World War, were enhanced by 50 per cent with effect from 1st November 1971. The rates for temporary occupation of Port Trust lands and buildings prescribed in Appendix 'A' to the General Bye-Laws were enhanced by 50 per cent with the Government's sanction and these came into effect from 1st April 1972 after the requisite notification was published in the *Gazette*.

Deputy Conservator's Department

As against 2,440 vessels of about 17 million gross registered tonnage during 1970-71, 2,493 vessels of about 18.5 million gross registered tonnage entered the Port during the year. 7,231 pilotage acts were performed during the year as against 6,503 in the previous year. The average number of acts of pilotage performed by each Pilot varied from 24.87 in August 1971 to 33.97 in October 1971.

S.S. 'France', with a gross tonnage 66,348, was the largest vessel, which entered the Port during the year. The vessel was anchored in the stream on 6.3.1972 and left the Port on 8.3.1972.

The largest vessel to have been berthed at the Port so far was tanker 'Barauni' with an overall length of about 842′ and draft about 49′, gross tonnage 45,752, deadweight tonnage 86,960, displacement tonnage 1,05,220. The vessel, however, came alongside the Ballard Pier on 26th September 1971 with a draft of 23′.

T.S. 'Ratna Jayshree', gross registered tonnage 34,630, was the largest tanker berthed at the Marine Oil Terminal at Butcher Island.

T.S. 'Metsovon', with a tropical draft of 42′-2″, gross tonnage 31,387, deadweight tonnage 54,754 and displacement tonnage 68,258 was the deepest draft tanker berthed so far in the history of the Port. It was berthed at the Marine Oil Terminal at Butcher Island on 25th July 1971.

There were six accidents to ships in charge of Pilots. In three cases, damage was caused to the Port Trust property. The owners of the tanker 'Esso New Castle', which collided with jetty No. 1 at Butcher Island on 1st July 1969, did not accept the liability for the cost of repairing the damage and settle the claim. A suit has since been filed against them. There were eight accidents to ships in the charge of Dock officials. Enquiries were held regarding the accidents and appropriate action was taken.

The pilot vessel 'Venu' was on station throughout the year, except for a period of 81 days, when she was withdrawn for repairs and dry docking. S.T. 'Amar' carried out the duties of the pilot vessel during this period.

The Port Department Inspector and his staff carried out 224 patrols by day and 203 by night as against 98 patrols by day and 157 by night in the previous year. The Port Fire Service attended 527 calls during the year, of which 29 were because of outbreak of fire on board vessels, 60 on account of fire inside the docks and bunders and other estates, 411 for stand-by duty during the berthing of oil tankers and the remaining 27 were for removal of injured persons to dispensaries or hospitals, for salvage work, etc. The ambulance attached to the service attended 286 calls.

The Fire Service Week was organised from 8th April to 14th April 1972 concurrently with the Dock Safety Week. The former Chairman, Shri L. M. Nadkarni, was the chief guest at the inaugural function on 8th April 1972. The Mayor of Bombay, Shri R. K. Ganatra, was the chief guest at the vale-

dictory function held on the Fire Service Memorial Day, 14th April 1972. At both these functions, tributes were paid to the Officers and men of the Port Fire Service and the Bombay Municipal Fire Brigade, who had laid down their lives in the course of their duties. Wreaths were also laid by the chief guests and others at the memorial. Demonstrations of fire-fighting and rescue operations and lectures on precautions against household fires were arranged during the week at various work places and colonies. An exhibition of fire-fighting equipment and safety devices was held during the week.

Stores

The value of the stores purchased by the Controller of Stores, the Chief Engineer and the Chief Mechanical Engineer during the year was as follows :-

	Local	*Foreign*	*Total*
	Rs.	Rs.	Rs.
Controller of Stores	2,21,38,928	4,74,039	2,26,12,967
Chief Engineer	3,76,527	....	3,76,527
Chief Mechanical Engineer	5,74,963	1,73,234	7,48,197
Total ..	2,30,90,418	6,47,273	2,37,37,691

The total value of the stores issued by the Controller of Stores during the year under review was Rs. 240.29 lakhs. As a result of the special steps taken for control and reduction of the stores inventory, the stock on hand according to the Control Ledger has further gone down from Rs. 2.08 crores, as on 31.3.1971, to Rs. 1.97 crores at the close of the year 1971-72.

As approved by the Board on a recommendation of the *Ad-hoc* " Economy Committee " of the Trustees, verification of stock of all items of stores on hand was carried out during the period from 13.3.1972 to 1.4.1972 instead of the perennial stock verification as was hitherto being done.

Special efforts were continued during the year to dispose of surplus stores, as a preliminary to the control and reduction of stores inventory. A special Sub-Committee of the Trustees' Economy Committee headed by the Chairman has been scrutinising, in frequent meetings, lists of different items of idle stores for their disposal. Till July 1972, 72 lists covering about 6,200 items were scrutinised and approval was given to dispose of about 3,200 items. Tenders for disposal of 607 items were invited and 60 different items and some castings and a centrifugal pump have been sold for Rs. 3.70 lakhs. In addition, certain unserviceable items of plant and equipment like wagons, floating craft, cranes, have also been disposed of for about Rs. 20 lakhs. Obsolete and surplus materials lying at the Stores Yards of our Engineering Department were also auctioned, the sale proceeds being about Rs. 3 lakhs. In accordance with the decisions taken earlier regarding streamlining the procedure for disposal of stores, contract arrangements have been made for disposal of empty tins, bottles, etc.

The special cell set up for introducing modern methods of inventory control started the work during the year and classified about 4,600 stock items into main groups and sub-groups upto the end of the year. A.B.C. analysis of all the general items (excluding stationery and printing materials) has been completed on the basis of the average consumption for three years. The grouping of spare parts for vehicles, calculation of the cost of procurement of stores, cost of carrying the inventory and lead-time for selected items, was in progress.

Dry Docks

As against 128 vessels, with a gross registered tonnage of 0.50 million tonnes, dry docked during 1970-71, 112 vessels with a gross registered tonnage of 0.52 million tonnes entered the Dry Docks during the year under report. 87 per cent of the vessels were of the tonnage of over 1,000 tonnes in the case of the Hughes Dry Dock, the percentage of such vessels in the case of the Merewether Dry Dock being 51 per cent. The number of days the Dry Docks were occupied and were vacant during the year and the previous year are shown below :

	Merewether Dry Dock		Hughes Dry Dock					
			Inner Compartment		Outer Compartment		Whole Dock	
	1971-72	1970-71	1971-72	1970-71	1971-72	1970-71	1971-72	1970-71
Occupied by vessels	329	324	252	329	223	261	75	18
Occupied for laying and removing special blocks for docking vessels and realigning centre line blocks, etc.	29	29	7	4	20	25	6	7
Vacant	17	21	10	..	26	41	16	7

M.V. " Jal-Jawahar " was the largest vessel (gross registered tonnage 6,199, length 499', beam 60'-06") dry docked in the Merewether Dry Dock, while I.N.S. " Vikrant " (with a tonnage of 21,695, length 704'-11" and beam 80'-2¼") was the largest vessel which entered the Hughes Dry Dock.

33 vessels with an aggregate tonnage of 203,647 were berthed for repairs in Indira Dock whereas 58 vessels with an aggregate tonnage of 71,976 were berthed in Prince's and Victoria Docks.

The measures introduced to speed up repairs of Port Trust craft in our Dry Docks were in force during the year and continued to have a beneficial effect. The comparative figures of the number of Port Trust vessels dry docked and the number of days on which the Dry Docks were occupied by them, exclusively or along with commercial vessels, are given below :

	Hughes Dry Dock						Merewether Dry Dock			
	Inner compartment, exclusively		Outer compartment, exclusively		Whole Dock, along with other vessels		Exclusively		Along with other vessels	
	No.	Days	No.	Days	No.	Days	No.	Days	No.	Days
1970-71 ..	5 1*	86 44*	8	39†	2	12	15	60	7 1*	101 15*
1971-72 ..	2	15	5	33	1	4	11	56	5 1*	44 15

* Special repairs to caissons, lock gates, storm gates, etc.

† Longer occupation due to extensive repairs to older vessels like ' Cholura,' ' Amar.'

The *ad-hoc* Committee of the Trustees appointed to examine the causes of delay in repairing work in the Port Trust generally, and repairs to Port Trust craft particularly, and to suggest remedies, had asked the Chief Mechanical Engineer to prepare a statement showing the period actually spent by Port Trust craft for major repairs/annual overhaul during the last three years, important items of repairs carried out, the period these repairs should normally have taken and a note listing all the difficulties experienced by him in executing the repairs expeditiously with his suggestions about the remedial measures. He has submitted his report and it is being considered further.

The proposals to provide ship repair facilities for Port Trust craft in the Clarke Basin so as to reduce the occupancy of the Port Trust Dry Docks by our craft formulated by the Chief Mechanical Engineer are also under consideration.

The progress of the work of providing improved facilities for ship repairs at our Dry Docks has been mentioned earlier in this report under the paragraph captioned "Port Development and Modernisation—Fourth Five-Year Plan ".

Changes in the Membership of the Board during the year

1.	Shri Govind H. Seth, Chairman.	From 21st March 1972, *vice* Shri L. M. Nadkarni, I.C.S.
2.	Lt. Col. N. B. Jadhav, Embarkation Commandant (Representative of the Defence Services).	From 26th April 1971 to 12th June 1971, *vice* Col. G. K. Burli, on leave.
3.	Shri V. P. Sawhney, General Manager, Central Railway.	From 1st March 1972, *vice* Shri P. N. Mathur.
4.	Shri A. K. Gupta, General Manager, Western Railway.	From 9th December 1971, *vice* Shri B. M. Kaul.
5.	Shri S. M. Y. Sastry, Municipal Commissioner, Bombay.	From 1st September 1971 to 15th October 1971, *vice* Dr. M. N. Desai, I.A.S.

S. Y. RANADE,
Chairman.

11*th October*, 1972.

Appendices

APPENDIX 'A'

Statement showing Revenue Account Income under the various heads.

		1968-69	1969-70	1970-71	1971-72
OPERATING INCOME—		Rs.	Rs.	Rs.	Rs.
CARGO HANDLING AND STORAGE CHARGES					
Handling and storage charges on general cargo		3,91,88,918	4,57,21,837	5,12,05,384	5,75,60,533
Storage of goods in warehouses		9,34,461	9,39,735	5,03,590	6,53,273
Cranage		64,91,326	54,82,304	70,25,807	80,58,272
Petroleum, oils and lubricants handling charges		5,76,53,594	5,27,35,793	5,25,00,039	5,94,34,469
Demurrage fees on general cargo		3,75,69,809	3,43,66,049	4,07,72,704	6,87,89,155
Miscellaneous charges		28,82,236	24,54,011	28,99,757	29,31,397
	(a)	14,41,20,364	14,16,99,729	15,48,17,281	19,74,27,099
PORT AND DOCK CHARGES (INCLUDING PILOTAGE FEES)					
Towage and mooring fees		24,89,171	22,97,194	31,48,877	43,83,708
Dock and pier dues, basin rent, etc.		36,72,049	36,74,148	52,50,983	66,55,932
Port dues		16,76,064	16,95,518	20,25,344	26,04,416
Pilotage fees		38,18,346	36,81,567	50,26,945	57,81,492
Dry docking charges		11,37,498	11,43,905	20,54,073	21,38,573
Water supply to shipping		11,28,616	12,06,147	19,00,915	20,73,425
Salvage and divers' fees		1,00,991	1,39,905	2,93,292	1,38,174
Hire and use of dredgers		17,38,153	12,11,854	6,56,338	5,298
Miscellaneous charges		1,60,171	2,07,077	2,45,724	3,04,175
	(b)	1,59,21,059	1,52,56,915	2,06,04,491	2,40,85,293
RAILWAY EARNINGS					
Freight and haulage charges		62,36,714	77,16,015	72,93,092	78,09,517
Siding charges		10,05,634	10,34,381	9,58,982	9,59,820
Terminal charges		50,53,768	45,26,729	46,32,322	45,07,847
Wharfage and demurrage		2,49,813	2,35,422	8,07,669	5,74,414
Miscellaneous charges		3,84,132	4,31,029	7,74,198	6,46,965
	(c)	1,29,30,061	1,39,37,567	1,44,66,263	1,45,08,563
ESTATE RENTALS					
Rent from lands		1,59,93,402	1,92,98,079	1,90,01,964	2,05,31,931
Rent from buildings, sheds and godowns		62,46,691	70,59,631	70,67,530	79,80,270
Recoverable property taxes, etc.		11,95,580	13,24,537	13,08,934	14,06,909
Miscellaneous income		2,44,132	3,17,320	4,32,542	4,46,742
	(d)	2,36,79,805	2,79,99,567	2,78,10,970	3,03,65,852
Total Operating Income : (a) to (d)		19,66,51,289	19,88,93,778	21,76,99,005	26,63,86,807
FINANCE AND MISCELLANEOUS INCOME—					
Interest on Investments—					
Sinking Fund		33,61,112	28,00,848	24,60,578	20,94,583
General Reserve and other Funds		1,08,74,667	84,01,176	78,80,058	98,24,089
Interest on Fixed Deposits and Cash balances		1,34,71,618	1,34,75,011	1,49,23,451	1,55,77,096
Profit on sale/redemption of investments		85,394	8,38,457	2,26,880	2,24,971
Profit on disposal of capital and other assets		3,39,141	7,91,075	1,98,132	18,08,963
Miscellaneous income—					
Sale of unserviceable materials		9,99,180	10,46,446	10,96,828	22,36,364
Special credits		41,568	....	2,000	71,642
Sundry receipts		16,11,843	16,15,524	20,80,081	18,77,678
Items relating to previous years		18,52,494	39,22,687	48,21,084	42,57,587
Total Finance and Miscellaneous Income		3,26,37,017	3,28,91,224	3,36,89,092	3,79,72,973
Grand Total		22,92,88,306	23,17,85,002	25,13,88,097	30,43,59,780

APPENDIX 'B'

Statement showing Revenue Account Expenditure under the various heads.

		1968-69	1969-70	1970-71	1971-72
OPERATING EXPENDITURE—		Rs.	Rs.	Rs.	Rs.
CARGO HANDLING AND STORAGE					
Handling and storage of general cargo at sheds and wharves		3,89,66,205	4,02,14,074	4,65,79,544	5,12,57,340
Warehousing		40,29,922	39,11,265	48,47,736	52,77,659
Operation and maintenance of wharf cranes and crane vessels		92,08,170	98,53,943	1,10,33,324	1,16,08,589
Handling of petroleum, oils and lubricants		47,53,510	50,38,868	64,46,509	68,14,127
Expenditure on general facilities at docks and bunders		70,82,852	89,02,502	95,64,135	97,12,143
Administration and general expenses		49,98,038	48,51,517	54,91,425	57,61,758
New Minor Works		47,787	5,79,935	7,55,124	4,73,748
Depreciation		53,54,107	57,06,250	58,94,660	60,05,467
	(a)	7,44,40,591	7,90,58,354	9,06,12,457	9,69,00,831
PORT AND DOCK FACILITIES FOR SHIPPING (INCLUDING PILOTAGE)					
Towing, berthing and mooring		1,36,45,007	1,33,71,588	1,58,36,462	1,72,34,989
Pilotage		26,78,651	28,13,981	33,61,415	33,55,916
Dry docking expenses		20,72,308	27,75,946	22,67,920	24,60,074
Water supply to shipping		18,76,463	22,03,955	23,75,704	22,69,548
Fire-fighting		20,54,062	20,22,194	26,14,312	26,10,096
Dredging and marine survey		72,95,342	74,29,288	91,48,235	1,12,39,712
Harbour patrol		2,42,114	2,47,351	2,59,070	2,99,137
Operation and maintenance of navigational aids		6,83,653	6,64,491	6,86,001	7,76,333
Salvage and underwater repairs		5,50,122	5,76,397	6,99,819	7,22,654
Maintenance of dock and harbour walls, marine structures, etc.		3,23,311	9,26,915	26,97,592	5,31,456
Administration and general expenses		9,05,951	10,30,141	11,58,085	12,29,065
New Minor Works		58,767	3,23,237	1,18,536	73,638
Depreciation		40,28,269	49,18,242	58,96,539	69,06,929
	(b)	3,64,14,021	3,93,03,726	4,71,19,690	4,96,49,547
RAILWAY WORKINGS					
Operation and maintenance of locomotives, wagons, etc.		58,41,606	58,37,545	61,69,811	62,31,077
Maintenance of permanent way, signal and interlocking		26,33,406	28,10,990	26,32,681	23,35,624
Operation, maintenance and administration expenses of stations, yards and sidings		72,99,943	80,65,659	94,08,332	94,52,717
Administration and general expenses		19,59,272	18,73,908	21,87,304	22,50,117
New Minor Works		32,352	2,71,106	1,11,235	1,99,096
Depreciation		5,08,925	5,47,222	5,50,821	5,32,480
	(c)	1,82,75,504	1,94,06,430	2,10,60,184	2,10,21,111

APPENDIX 'B'—(*Concld.*)

	1968-69	1969-70	1970-71	1971-72
OPERATING EXPENDITURE—*Concld.*	Rs.	Rs.	Rs.	Rs.
RENTABLE LANDS AND BUILDINGS				
Estate maintenance	86,79,658	90,15,934	96,10,332	96,52,660
Administration and general expenses	10,87,858	11,98,070	13,38,030	13,99,841
New Minor Works	1,48,257	2,69,209	2,78,977	3,29,815
Depreciation	11,36,112	12,13,262	13,57,045	14,80,800
(*d*)	1,10,51,885	1,16,96,475	1,25,84,384	1,27,63,116
MANAGEMENT AND GENERAL ADMINISTRATION				
Management and secretarial expenses	14,46,215	20,47,127	30,79,137	35,38,943
Accounting and auditing	50,52,839	54,17,965	62,52,830	64,44,884
Legal expenses	3,64,745	4,98,896	3,75,157	3,89,165
*Labour and Welfare expenses	17,50,766	20,41,058	25,68,283	25,14,250
Medical expenses	24,93,649	35,83,387	59,88,497	67,49,963
Store-keeping	22,45,380	23,67,858	27,37,754	29,90,931
Expenditure on head office buildings	3,68,428	3,99,089	4,50,342	5,33,138
Telephones	4,19,514	5,84,759	6,36,855	8,33,191
Engineering and workshop administration and overheads	68,35,667	81,63,458	97,42,161	1,06,26,455
Sundry expenses	4,42,472	4,79,845	5,90,294	6,12,699
New Minor Works	2,73,333	5,74,517	4,41,689	2,77,333
Depreciation	5,29,433	8,90,782	9,48,633	9,55,159
(*e*)	2,22,22,441	2,70,48,741	3,41,11,482	3,65,66,111
Total Operating Expenditure : (*a*) to (*e*)	16,24,04,442	17,65,13,726	20,54,83,197	21,69,00,716
FINANCE AND MISCELLANEOUS EXPENDITURE—				
Bank Charges	18,161	43,221	*Cr.* 22,175	27,793
Interest Payable—				
Loans from Government	36,06,020	27,37,203	25,34,328	23,25,976
Debenture Loans	30,77,041	20,95,425	19,19,425	16,65,487
Loss on sale/redemption of investments	11,698	....	....	....
Loss on disposal of capital and other assets	29,083	1,445	3,188	13,109
Retirement gratuities, *ex-gratia* payments and other benefits—				
Retirement gratuities	14,89,079	19,91,378	27,69,030	....
Contribution to Pension Fund on the basis of estimated accrued liability for payment of (i) Pensions and Death-cum-retirement gratuities under the New Pension Scheme and (ii) Special Contribution to Provident Funds	....	....	....	56 87,000
Ex-gratia payments in lieu of bonus	40,00,000	38,00,000	45,00,000	45,00,000
Advance towards additional *ex-gratia* payment in lieu of bonus	....	....	....	49,00,000
Pension payments	2,39,575	2,63,336	3,05,135	33,449
Trustees' Contribution to Provident Funds	68,78,633	†	†	†
Bad Debts and stores adjustments	86,680	*Cr.* 1,373	2,73,351	15,639
Liability on account of payment of difference in salaries, wages, allowances, etc., of Class III and IV employees, consequent on the implementation of the decision, on the recommendations of the Wage Board for Port and Dock Workers	....	....	....	....
Items relating to previous years	57,67,039	2,10,00,000 64,88,738	26,87,735	1,59,98,267
Total Finance and Miscellaneous Expenditure	2,52,03,009	3,84,19,370	1,49,40,017	3,51,66,726
Grand Total	18,76,07,451	21,49,33,096	22,04,28,214	25,20,67,436

* The expenditure on canteen facilities included under this head is net, *i.e.*, after deducting the receipts on account of sale of coupons from the gross expenditure on the canteens. The total operating expenditure shown in this Appendix is, therefore, less than that shown in Appendix 'B-I' by the amount of the deduction.

† Merged in Operating Expenditure as Salaries and Wages.

APPENDIX 'B1'

Statement showing Summary of Operating Expenditure by Types.

Type of Expenditure.		1968-69	1969-70	1970-71	1971-72
SALARIES AND WAGES					
Salaries and Wages (General)		5,03,75,734	5,63,83,185	6,84,34,662	7,09,13,980
Hamallage Labour		2,07,78,948	2,12,15,833	2,40,12,489	2,69,16,851
Salaries and Wages (Operation of Plant, etc.)		2,21,43,046	2,38,31,741	2,90,59,489	3,15,57,532
Salaries and Wages (Repairs and Maintenance)		1,89,75,598	2,04,36,366	2,46,32,313	2,59,29,103
	(a)	11,22,73,326	12,18,67,125†	14,61,38,935	15,53,17,266
STORES					
Stores (General)		8,74,154	9,79,684	15,92,584	11,87,829
Stores (Medical)		9,18,067	11,88,056	18,38,051	22,08,896
Stores (Stationery)		11,97,840	5,32,980	8,40,719	11,78,914
Stores (Operation of Plant, etc.)		73,42,083	66,63,105	63,85,606	72,30,251
Stores (Repairs and Maintenance)		85,89,578	77,23,810	91,22,511	95,85,801
	(b)	1,89,22,722	1,70,87,635	1,97,78,862	2,13,91,691
GENERAL EXPENSES					
Telegraphs, Postage and Receipt Stamps		97,075	90,511	89,569	1,03,244
Travelling expenses (including Petty Conveyance)		3,13,079	2,60,855	2,68,829	2,88,254
Leave travel concessions		1,34,647	1,29,327	1,46,951	1,50,704
Payments under Workmen's Compensation Act		92,115	1,09,407	74,515	96,847
Purchase of furniture, office equipment, etc.		2,88,194	7,03,243	4,99,556	4,25,909
Miscellaneous expenses		1,45,693	2,70,636	2,96,855	2,24,709
	(c)	10,70,803	15,63,979	13,76,275	12,89,167
NEW MINOR WORKS	(d)	5,60,497	20,18,005	17,05,560	12,53,629
SUNDRY EXPENSES					
Payments to Shippers and Contractors for Labour		5,59,123	4,85,853	2,16,112	1,47,395
Claims for goods, damaged or lost		40,840	20,546	56,070	1,02,699
Hire of Vehicles and Transport Charges		1,80,159	1,46,852	2,58,653	2,85,905
Payments to Customs Staff		1,23,011	35,707	1,17,707	1,45,939
Port Health		1,34,700	1,70,200	1,54,109	1,72,000
Payments to Municipality for Fire Stations		45,000	45,000	45,000	45,000
Electric Power		3,01,300	3,32,810	2,87,040	2,74,850
Gas		28,73,408	37,30,042	33,78,444	28,73,296
Water Charges		23,89,937	22,65,051	23,41,283	23,83,994
		72,112	79,821	1,38,543	2,48,236
Hire of Boats and Launches		1,24,293	1,07,525	26,224	51,316
Sundry expenses (Operation of Plant, etc.)		45,446	48,948	55,661	62,023
Sundry expenses (Repairs and Maintenance)		33,66,856	41,56,181	52,02,630	41,51,442
Trustees' Fees		9,185	10,588	9,989	9,975
Entertainment		7,899	10,376	10,111	12,020
Purchase of books, periodicals, etc.		10,768	24,535	39,911	48,857
Legal and Professional Charges		1,34,340	2,39,065	88,379	87,716
Purchase of Foodstuffs and Provisions (Excesses)		7,04,969	9,63,387	10,61,907	10,91,692
Medical expenses (including Reimbursement of Medical		3,23,609	2,85,492	2,29,759	1,90,195
Hospital Fees		2,63,107	4,18,951	3,04,278	2,78,233
Rents		3,76,882	6,84,221	6,82,276	6,80,261
Audit and Accountancy		4,09,740	3,07,464	2,95,519	2,13,526
Office Machine Hire and Service Charges		33,806	33,166	34,227	35,948
Printing and Publishing		1,17,987	1,38,435	5,86,546	9,18,781
Insurance		11,217	10,923	11,164	1,94,521
Police		19,09,700	26,31,599	28,31,919	33,88,222
Rates and Taxes		32,98,795	32,51,054	32,33,088	32,77,134
Telephones		4,07,951	5,72,968	6,24,332	8,16,240
Subscriptions		13,695	29,453	19,921	15,015
Donations and Contributions		44,192	55,909	61,844	1,14,548
Scholarships, Prizes and Awards		23,984	37,312	40,347	30,193
Publicity and Advertising		1,33,751	1,92,564	1,63,013	1,62,498
Commission		100	200	....	100
London Agents' Charges		18,702	23,939	18,690	13,735
	(e)	1,85,10,564	2,15,46,178	2,26,28,289	2,25,94,705
INTER-DEPARTMENTAL CHARGES AND TRANSFERS	(f)	3,58,686	2,96,650	2,87,577	3,31,998
DEPRECIATION	(g)	1,15,56,846	1,32,75,758	1,46,47,698	1,59,00,835
* Total—(a) to (g)		16,32,53,444	17,76,55,330	20,65,63,196	21,80,09,291

† Exclusive of the Liability on account of payment of difference in salaries, wages, allowances, etc., of Class III and IV employees, consequent on the implementation of the Government's decisions on the recommendations of the Wage Board for Port and Dock Workers, amounting to Rs. 2.10 crores included in Finance and Miscellaneous expenditure.

* Please see footnote in Appendix 'B.'

APPENDIX 'B2'

Summarised Revenue Account

(Rupees in thousands)

	1968-69	1969-70	1970-71	1971-72
OPERATING INCOME	196,651	198,894	2,17,699	2,66,387
OPERATING EXPENDITURE	162,404	176,514	2,05,488	2,16,901
OPERATING SURPLUS	34,247	22,380	12,211	49,486
Add : FINANCE AND MISCELLANEOUS INCOME	32,637	32,891	33,689	37,973
	66,884	55,271	45,900	87,459
Less : FINANCE AND MISCELLANEOUS EXPENDITURE	25,203	38,419	14,946	35,167
NET SURPLUS	41,681	16,852	30,960	52,292
Add : AMOUNTS WITHDRAWN FROM RESERVES, ETC. (to meet partially or fully the following expenditure charged above, to arrive at net surplus)—				
DEPRECIATION (to be met from the Sinking Fund)	3,761	3,152	....	....
WELFARE EXPENSES (to be met from the Employees' Welfare Fund)	404	469	472	527
INTEREST ON LOANS FROM GOVERNMENT (to be met from the Reserve for Repayment of Loans from Government)	3,606	2,737	2,534	2,326
COST OF REPAIRING THE DAMAGE CAUSED BY FIRE/MOTOR ACCIDENTS (charged as repairs and maintenance expenditure under the relative principal activities. To be met from the Fire and Motor Insurance Fund)	1	3	41	27
PENSION PAYMENTS (to be met from the Pension Fund)	196	223	265	....
TRANSFERS FROM RESERVES				
GENERAL RESERVE FUND (to meet the accumulated depreciation upto 31st March 1969, on assets, which previously did not figure in Capital Account but which are now added thereto)	....	2,300	9	....
PILOTAGE RESERVE FUND (to meet the deficit as shown in Pro Forma Pilotage Income and Expenditure Account—Schedule 12)	....	356	....	....
TOTAL AMOUNT AVAILABLE FOR APPROPRIATION	49,649	26,092	34,281	55,172
APPROPRIATIONS				
Less : TRANSFERS TO RESERVES, ETC.				
GENERAL SINKING FUND				
Annual Instalment	400	351		
Interest on Investments	3,361	2,801	....	....
RESERVE FOR REPAYMENT OF LOANS FROM GOVERNMENT	5,250	5,250	....	....
PENSION FUND	500	500	5,250	5,250
EMPLOYEES' WELFARE FUND	379	390	500	....
FIRE AND MOTOR INSURANCE FUND	....	1,000	400	486
PILOTAGE RESERVE FUND (being the surplus as shown in Pro Forma Pilotage Income and Expenditure Account—Schedule 12)	356	....	....	....
PROVISION FOR DEPRECIATION (accumulated depreciation upto 31-3-1968 on assets formerly debited to the General Reserve Fund and now transferred to Capital Account)	3,748	....	642	1,297
PROVISION FOR DEPRECIATION (accumulated depreciation upto 31-3-1969 on assets, which previously did not figure in Capital Account but which are now added thereto)	....	2,300	9	....
CAPITAL ASSET REPLACEMENT RESERVE (additional depreciation to cover the current replacement costs of certain categories of assets)	8,481	4,106	4,778	5,523
GENERAL RESERVE FUND (for development projects including those covered by the I.D.A. credits)	20,000	6,000	20,000	20,000
TOTAL APPROPRIATIONS	42,475	22,698	31,579	32,466
SURPLUS TRANSFERRED TO GENERAL RESERVE FUND	7,174	3,394	2,702	22,706

APPENDIX 'B3'

Summarised Balance Sheet

(Rupees in thousands)

	As at 31st March			
	1969	1970	1971	1972
ASSETS				
(1) Capital assets at original cost	721,840	768,377	803,139	824,846
(2) Investments	407,713	333,116	348,467	375,992
(3) Current Assets —				
(i) Stores and materials	32,625	30,675	28,520	26,956
(ii) Sundry debtors (Less provision for doubtful debts)	17,524	16,373	18,076	19,393
(iii) Balances at Banks (including fixed deposits) and cash in hand	172,881	262,897	250,372	289,877
(iv) Others	17,502	19,027	18,759	19,804
	1,370,085	1,430,665	1,467,273	1,556,868
RESERVES AND LIABILITIES				
(1) Capital Reserves	526,842	537,910	548,119	561,479
(2) Revenue Reserves	275,309	283,005	306,251	350,105
(3) Reserve for repayment of loans from Government .	25,522	23,008	20,496	17,984
(4) Depreciation of Capital Assets—				
(i) Provision for depreciation	162,847	177,339	197,304	217,959
(ii) General Sinking Fund	56,585	55,736	50,136	41,936
(5) Capital Debts—				
(i) Loans from Government	69,648	64,622	59,394	53,957
(ii) Debenture Loans from the Public	53,583	49,583	43,983	35,783
(6) Pension and Provident Funds	118,238	132,444	150,331	170,630
(7) Current Liabilities	81,511	107,018	91,259	107,635
	1,370,085	1,430,665	1,467,273	1,556,868

APPENDIX 'B4'

Statement showing Sources and Application of Funds

(Rupees in thousands)

	1968-69	1969-70	1970-71	1971-72
SOURCES OF FUNDS				
Net Surplus (Prior to transfer to/from Reserves etc.) ..	41,681	16,852	30,960	52,292
Depreciation	11,557	13,276	14,848	15,901
Contribution to Pension Fund on the basis of estimated accrued liability for payment of (i) Pensions and Death-cum-retirement gratuities under the New Pension Scheme and (ii) Special Contribution to Provident Funds	....	....	....	5,687
Special Capital Receipts, Adjustment on disposal of Capital assets, etc.	710	334	9	2,324
Grant from the Government for Sassoon Fish Harbour Project	....	....	165	2,327
Employees' and Trustees' Contributions and Interest credited to Provident Funds	19,334	20,344	23,402	26,096
Increase in Current Liabilities	16,245	25,507	....	15,723
Net Decrease in Investments (including those of Provident Funds)	....	74,597	....	....
Decrease in Stores Inventory	4,481	1,950	2,155	1,564
Decrease in Sundry Debtors	1,069	952	....	....
Decrease in Cash Balances and Fixed Deposits with Banks	27,589	....	12,525	....
Decrease in other Current Assets	....	....	268	....
Total ..	1,22,666	1,53,812	86,132	1,21,914
APPLICATION OF FUNDS				
Capital Expenditure	89,956	46,868	35,024	27,403
Decrease in Capital Debts	12,333	9,027	10,828	13,837
Payments out of Provident Funds	7,152	6,375	7,726	8,039
Payments out of Pension Fund	....	....	....	3,437
Decrease in Current Liabilities	....	....	15,759	....
Net increase in Investments (including those of Provident Funds)	9,020	....	15,291	27,585
Increase in Sundry Debtors	....	....	1,504	1,317
Increase in Cash Balances and Fixed Deposits with Banks	....	90,016	....	39,505
Increase in other Current Assets	4,205	1,526	....	991
Total ..	1,22,666	1,53,812	86,132	1,21,914

APPENDIX C

Statement of Principal items of Imports and Exports (Docks and Bunders combined) during the past Five Years, in Metric deadweight tonnes, based on audited returns

IMPORTS

Serial No.	Commodities.	1967-68 Volume. Shore. Foreign.	Coastal.	Total.	Overside. Foreign.	Coastal.	Total.	Total Imports. Tonnes.	1968-69 Volume. Shore. Foreign.	Coastal.	Total.	Overside. Foreign.	Coastal.	Total.	Total Imports. Tonnes.	1969-70 Volume. Shore. Foreign.	Coastal.	Total.	Overside. Foreign.	Coastal.	Total.	Total Imports. Tonnes.	1970-71 Volume. Shore. Foreign.	Coastal.	Total.	Overside. Foreign.	Coastal.	Total.	Total Imports. Tonnes.	1971-72 Volume. Shore. Foreign.	Coastal.	Total.	Overside. Foreign.	Coastal.	Total.	Total Imports. Tonnes.	1971-72 Revenue. Shore. Foreign. Rs.	Coastal. Rs.	Total. Rs.	Overside. Foreign. Rs.	Coastal. Rs.	Total. Rs.	Total Revenue. Rs.	Serial No.
1	Asbestos and Asbestos Materials	..	..	..	..	..	..	†	33,600	..	33,600	700	..	700	34,300	33,300	..	33,300	100	..	100	33,400	42,000	..	42,000	..	..	..	42,000	3,36,100	..	3,36,100	..	..	..	3,36,100	1
2	Baggage—Passengers	16,700	..	16,700	..	..	..	16,700	8,900	..	8,900	..	..	..	8,900	8,200	..	8,200	..	..	..	8,200	8,400	..	8,400	..	..	..	8,400	7,000	..	7,000	..	..	..	7,000	3,44,400	..	3,44,400	..	..	..	3,44,400	2
	Building Material :—																																										
3	(i) Bricks	300	3,000	3,300	..	..	..	3,300	..	5,700	5,700	..	..	..	5,700	100	2,500	2,600	..	..	..	2,600	200	900	1,100	..	..	..	1,100	400	200	600	..	..	..	600	3,000	100	3,100	..	..	..	3,100	3
4	(ii) Cement	400	337,600	338,000	..	..	..	338,000	100	334,000	334,100	..	..	..	334,100	..	243,300	243,300	..	..	..	243,300	..	161,400	161,400	..	..	..	161,400	..	157,700	157,700	..	..	..	157,700	..	3,46,600	3,46,600	..	..	..	3,46,600	4
5	(iii) Cement Clinker	..	99,600	99,600	..	..	..	99,600	..	97,400	97,400	..	..	..	97,400	..	158,300	158,300	..	..	..	158,300	..	151,400	151,400	..	..	..	151,400	..	178,800	178,800	..	..	..	178,800	..	3,77,000	3,77,000	..	..	..	3,77,000	5
6	(iv) Chunam, Lime and Limestone	..	29,400	29,400	..	..	..	29,400	..	47,400	47,400	..	..	..	47,400	..	41,500	41,500	..	..	..	41,500	..	46,400	46,400	..	..	..	46,400	..	36,300	36,300	..	..	..	36,300	..	23,400	23,400	..	..	..	23,400	6
7	(v) Sand	..	221,600	221,600	..	..	..	221,600	..	212,800	212,800	..	..	..	212,800	..	191,300	191,300	..	..	..	191,300	..	150,300	150,300	..	..	..	150,300	..	137,400	137,400	..	..	..	137,400	..	22,700	22,700	..	..	..	22,700	7
8	(vi) Tiles	100	40,800	40,900	..	..	..	40,900	..	47,400	47,400	..	..	..	47,400	..	42,100	42,100	..	..	..	42,100	100	39,700	39,800	..	..	..	39,800	..	39,800	39,800	..	..	..	39,800	100	13,800	13,900	..	..	..	13,900	8
9	(vii) Timber, in logs	700	99,900	100,600	400	..	400	101,000	600	87,800	88,400	..	..	..	88,400	..	90,300	90,300	..	..	..	90,300	..	105,500	105,500	..	..	..	105,500	100	103,200	103,300	..	..	..	103,300	600	1,53,100	1,53,700	..	..	..	1,53,700	9
	Chemicals :—																																										
10	(i) Soda	5,700	19,800	25,500	200	..	200	25,700	1,100	13,600	14,700	500	..	500	15,200	900	2,300	3,200	300	..	300	3,500	200	14,400	14,600	500	..	500	15,100	5,300	43,600	48,900	..	..	..	48,900	26,500	1,71,300	1,97,800	100	..	100	1,97,900	10
11	(ii) Sulphur	302,100	..	302,100	100	..	100	302,200	121,200	100	121,300	100	..	100	121,400	155,300	..	155,300	100	..	100	155,400	188,900	..	188,900	100	..	100	189,000	220,800	..	220,800	..	..	..	220,800	9,35,500	..	9,35,500	..	..	..	9,35,500	11
12	(iii) Other Kinds	189,700	12,200	202,000	3,800	200	4,000	206,000	129,300	13,800	143,100	10,100	..	10,100	153,200	133,000	7,900	140,900	13,900	..	13,900	154,800	121,500	8,100	129,600	20,700	..	20,700	150,300	163,400	23,100	186,500	9,200	..	9,200	195,700	8,60,200	91,500	9,51,700	36,500	..	36,500	9,88,200	12
13	Clay	100	27,100	27,200	..	..	..	27,200	400	34,300	34,700	..	..	..	34,700	800	37,800	38,600	..	..	..	38,600	200	44,600	44,800	200	..	200	45,000	100	31,200	31,300	..	..	..	31,300	200	35,500	35,800	..	..	..	35,800	13
14	Coconuts	..	20,000	20,000	..	..	..	20,000	..	25,900	25,900	..	..	..	25,900	..	22,200	22,200	..	..	..	22,200	..	10,100	10,100	..	..	..	10,100	..	3,700	3,700	..	..	..	3,700	..	13,300	13,300	..	..	..	13,300	14
15	Copra	14,000	41,800	55,800	..	..	..	55,800	10,400	52,700	63,100	..	..	..	63,100	9,500	43,600	53,100	..	..	..	53,100	7,900	35,100	43,000	..	..	..	43,000	3,000	34,500	37,500	..	..	..	37,500	13,200	1,24,300	1,37,400	..	..	..	1,37,400	15
16	Coir and Coir Products	500	10,300	10,800	..	..	..	10,800	100	7,800	7,900	..	..	..	7,900	..	4,700	4,700	100	..	100	4,800	..	2,100	2,100	100	..	100	2,200	..	1,100	1,100	..	..	..	1,100	..	4,200	4,200	..	..	..	4,200	16
17	Cotton—Raw	107,700	1,800	109,500	2,600	..	2,600	112,100	68,200	3,000	71,700	1,900	100	2,000	73,700	85,100	1,300	86,400	1,500	..	1,500	87,900	98,700	700	97,400	2,000	..	2,000	99,400	112,300	600	112,900	1,300	..	1,300	114,200	4,17,500	800	4,18,300	2,800	..	2,800	4,21,100	17
18	Dates	42,700	100	42,800	13,200	..	13,200	56,000	33,800	200	34,000	6,400	..	6,400	40,400	46,500	100	46,600	200	..	200	46,800	36,200	400	36,600	15,200	..	15,200	51,800	41,200	100	41,300	7,500	..	7,500	48,800	56,900	100	57,000	14,300	..	14,300	71,300	18
19	Drugs and Medicines	4,400	2,300	6,700	1,400	..	1,400	8,100	6,300	2,000	8,300	400	..	400	8,700	6,800	1,400	8,200	400	..	400	8,600	8,700	1,000	9,700	900	..	900	10,600	18,200	300	18,500	1,300	..	1,300	19,800	1,12,300	1,100	1,13,400	4,100	..	4,100	1,17,500	19
20	Dyes and Colours of all kinds	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9,900	..	9,900	300	..	300	10,200	15,600	..	15,600	2,800	..	2,800	18,400	1,88,500	..	1,88,500	19,200	..	19,200	2,07,700	20
	Fertilizers :—																																										
21	(i) Ammonium Sulphate	164,900	100,200	265,100	4,100	..	4,100	269,200	330,200	136,900	467,100	300	..	300	467,400	176,000	33,700	209,700	700	..	700	210,400	..	..	..	..	..	..	..	9,100	..	9,100	..	..	..	27,100	..	27,100	..	..	..	27,100	21
22	(ii) Rock Phosphate	197,400	..	197,400	..	..	..	197,400	159,800	..	159,800	..	..	..	159,800	126,400	..	126,400	..	..	..	126,400	98,800	..	98,800	..	..	..	98,800	157,600	..	157,600	..	..	..	157,600	3,45,900	..	3,45,900	..	..	..	3,45,900	22
23	(iii) Urea	88,000	3,500	92,100	..	..	..	92,100	375,200	20,000	395,300	..	..	..	395,300	330,800	9,600	340,400	..	..	..	340,400	144,400	..	144,400	..	..	..	144,400	179,200	..	179,200	..	..	..	179,200	7,20,200	..	7,20,200	..	..	..	7,20,200	23
24	(iv) Other Chemical Fertilisers	198,300	23,800	222,100	200	..	200	222,300	477,600	18,400	496,000	600	500	1,100	497,100	269,700	3,600	273,300	1,500	..	1,500	274,800	246,200	100	246,300	..	..	..	246,300	468,600	100	468,700	..	..	..	468,700	14,64,400	100	14,64,500	..	..	..	14,64,500	24
25	Fibres—Synthetic	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	19,600	100	19,700	..	..	..	19,700	13,200	..	13,200	..	..	..	13,200	66,200	..	66,200	..	..	..	66,200	25
26	Firewood	..	41,800	41,800	1,000	..	1,000	42,800	..	36,300	36,300	300	..	300	36,600	..	32,600	32,600	..	..	..	32,600	..	35,100	35,100	100	..	100	35,200	..	35,600	35,600	..	..	..	35,600	..	8,500	8,500	..	..	..	8,500	26
27	Fish—Dried	..	6,000	6,000	..	..	..	6,000	..	7,600	7,600	..	..	..	7,600	..	9,800	9,800	..	..	..	9,800	..	11,800	11,800	100	..	100	11,900	..	7,700	7,700	..	..	..	7,700	..	10,400	10,400	..	..	..	10,400	27
28	Fish—Fresh	..	14,400	14,400	..	..	..	14,400	100	18,900	19,000	..	..	..	19,000	..	25,200	25,200	..	..	..	25,200	..	23,500	23,500	..	..	..	23,500	..	48,200	48,200	..	..	..	48,200	..	98,500	98,500	..	..	..	98,500	28
	Foodgrains :—																																										
29	(i) Rice	107,100	..	107,100	100	..	100	107,200	193,500	100	193,600	..	..	..	193,600	68,300	100	68,400	300	..	300	68,700	50,900	..	50,900	..	..	..	50,900	32,300	200	32,400	200	..	200	32,600	75,000	100	75,100	200	..	200	75,300	29
30	(ii) Wheat	1,626,600	100	1,626,700	..	..	..	1,626,700	2,572,000	300	2,572,900	..	..	..	2,572,900	1,095,800	100	1,095,900	..	..	..	1,095,900	797,900	..	797,900	100	..	100	798,000	340,600	16,000	356,600	..	..	..	356,600	5,81,900	8,300	5,90,200	..	..	..	5,90,200	30
31	(iii) Others	668,200	200	668,500	..	..	..	668,500	290,000	300	290,300	..	..	..	290,300	61,200	700	61,900	300	..	300	62,200	25,900	300	26,100	..	..	..	26,100	18,200	2,300	20,500	..	..	..	20,500	35,100	1,300	36,300	..	..	..	36,300	31
32	Foodstuffs, N.O.S.	32,800	700	33,500	600	..	600	34,100	29,400	600	30,000	1,200	..	1,200	31,200	33,300	2,200	35,500	400	..	400	35,900	34,100	300	34,400	500	..	500	35,100	70,700	300	71,000	300	..	300	71,300	1,48,700	900	1,49,600	700	..	700	1,50,300	32
33	Fruits—Dried and Fresh	16,600	1,100	17,700	2,900	..	2,900	20,600	15,500	1,700	17,200	1,300	..	1,300	18,500	14,100	2,400	16,500	700	..	700	17,200	8,000	1,500	9,500	17,600	..	17,600	27,100	3,600	900	4,500	10,000	..	10,000	14,500	12,300	2,700	15,000	17,000	..	17,000	32,000	33
34	Gunnies and Hessians	2,300	63,100	65,400	..	..	..	65,400	200	77,700	77,900	..	..	..	77,900	..	24,600	24,600	..	..	..	24,800	400	8,600	9,000	..	..	..	9,000	..	19,000	19,000	..	..	..	19,000	200	49,700	49,900	..	..	..	49,900	34
35	Hair and Wool	..	..	..	..	..	..	..	..	†	†	..	..	..	†	7,300	..	7,300	100	..	100	7,400	12,400	..	12,400	100	..	100	12,500	13,200	..	13,200	..	..	..	13,200	60,600	..	60,600	..	..	..	60,600	35
36	Industrial Alcohol and Spirits, non-potable	..	..	..	..	..	..	..	..	†	†	..	..	..	†	5,400	..	5,400	400	..	400	5,800	5,000	..	5,000	1,000	..	1,000	6,000	6,200	..	6,200	800	..	800	14,000	1,41,200	..	1,41,200	8,900	..	8,900	1,50,100	36
37	Instruments	8,300	100	8,400	200	..	200	8,600	7,100	100	7,200	100	..	100	7,300	9,300	..	9,300	300	..	300	9,600	12,600	..	12,600	400	..	400	13,000	24,600	100	24,700	100	..	100	24,800	25,38,300	600	25,38,900	6,600	..	6,600	25,45,500	37
38	Lac, Gums and Resins	..	..	..	..	..	..	..	..	†	†	..	..	..	†	5,600	..	5,600	100	..	100	5,700	5,100	..	5,100	100	..	100	5,200	4,800	..	4,800	..	..	..	4,800	26,200	100	26,300	..	..	..	26,300	38
39	Machinery, N.O.S.	299,400	500	299,900	900	..	900	300,800	255,800	1,200	254,000	1,300	..	1,300	255,300	89,000	200	89,200	3,300	..	3,300	92,500	53,400	100	55,500	2,200	..	2,200	57,700	48,100	100	48,200	2,500	..	2,500	50,700	6,73,100	500	6,73,600	10,000	..	10,000	6,83,600	39
	Metal and Metal Products :—																																										
40	(i) Hardware	34,600	4,500	39,100	500	..	500	39,600	26,000	5,000	31,000	300	..	300	31,300	2,700	2,500	5,200	200	..	200	5,400	3,300	2,400	5,700	900	..	900	6,600	3,000	2,900	5,900	100	..	100	6,000	20,500	5,800	26,300	300	..	300	26,600	40
41	(ii) Ingots—Aluminium	15,400	5,400	20,800	600	..	600	21,400	3,200	4,900	8,100	700	..	700	8,800	2,500	2,300	4,800	..	..	..	4,800	2,600	100	2,700	..	..	..	2,700	1,100	..	1,100	..	..	..	1,100	6,800	..	6,800	..	..	..	6,800	41
42	(iii) Ingots—Copper	16,000	100	16,100	..	..	..	16,100	19,000	100	19,100	100	..	100	19,200	4,200	..	4,200	..	..	..	4,200	11,100	..	11,100	..	..	..	11,100	1,500	..	1,500	..	..	..	1,500	14,700	..	14,700	..	..	..	14,700	42
43	(iv) Ingots—Lead	11,000	..	11,000	..	..	..	11,000	5,800	..	5,800	900	..	900	9,500	3,200	..	3,200	200	..	200	3,400	2,600	..	2,600	..	..	..	2,600	7,700	..	7,700	..	..	..	7,700	76,500	..	76,500	..	..	..	76,500	43
44	(v) Ingots—Zinc	32,000	600	32,600	200	..	200	32,800	32,400	4,000	36,400	600	..	600	37,000	5,700	700	6,400	..	..	..	6,400	16,400	300	16,700	..	..	..	16,700	8,500	..	8,500	..	..	..	8,500	77,600	..	77,600	..	..	..	77,600	44
45	(vi) Ingots—Other Kinds	6,900	100	7,000	..	..	..	7,000	5,900	..	5,900	..	..	..	5,900	500	100	600	..	..	..	600	1,400	..	1,400	..	..	..	1,400	1,600	..	1,600	..	..	..	1,600	14,700	..	14,700	..	..	..	14,700	45
46	(vii) Iron and Steel Materials	234,900	3,300	238,200	900	..	900	239,100	178,500	5,500	184,000	500	..	500	184,500	195,400	4,300	199,700	800	..	800	200,500	342,500	2,500	345,000	3,300	..	3,300	348,300	792,800	5,700	798,500	2,300	..	2,300	800,800	1,06,59,100	69,000	1,07,28,100	17,300	..	17,300	1,07,45,400	46
47	(viii) Tin-plates	40,100	300	40,400	400	..	400	40,800	39,500	800	40,300	300	..	300	40,600	22,400	200	22,600	100	..	100	22,700	17,700	..	17,700	..	..	..	17,700	37,300	..	37,300	100	..	100	37,400	3,90,800	..	3,90,800	500	..	500	3,91,300	47
48	(ix) Wires and Cables	5,400	100	5,500	200	..	200	5,700	7,100	100	7,200	..	..	..	7,200	6,000	100	6,100	600	..	600	6,700	6,900	..	6,900	100	..	100	7,000	10,000	..	10,000	200	..	200	10,200	1,30,900	..	1,30,900	900	..	900	1,31,800	48
49	(x) Other Metals and Metal Products	..	..	..	..	..	..	†	..	..	..	..	..	..	..	71,600	9,300	80,900	2,000	..	2,000	82,900	115,500	5,800	121,300	2,600	..	2,600	123,900	137,400	22,200	159,600	2,100	..	2,100	161,700	14,38,900	87,500	14,96,400	10,100	..	10,100	15,06,500	49
50	Motor Cars and Lorries	27,500	100	27,600	700	..	700	28,300	22,800	100	22,900	100	..	100	23,000	27,800	..	27,800	100	..	100	27,900	31,500	..	31,500	500	..	500	32,000	24,100	..	24,100	..	..	..	24,100	24,54,200	200	24,54,700	400	..	400	24,55,100	50
51	Motor Car Parts and Accessories	24,900	..	24,900	800	..	800	25,700	16,300	..	16,300	400	..	400	16,700	18,600	..	18,600	200	..	200	18,800	19,800	..	19,800	1,100	..	1,100	20,900	23,000	..	23,000	900	..	900	23,900	3,05,400	3,700	3,09,100	5,700	..	5,700	3,14,800	51
52	Oils and Fats, N.O.S.	34,800	22,900	57,700	600	..	600	58,300	27,000	15,500	42,500	..	..	..	42,500	14,300	11,900	26,200	200	..	200	26,400	49,000	18,300	68,200	500	..	500	68,700	26,100	7,900	34,000	..	..	..	34,000	72,200	16,500	88,700	..	..	..	88,700	52
53	Oilseeds	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11,400	11,400	..	..	..	11,400	14,100	1,500	15,600	..	..	..	15,600	35,100	1,400	36,500	..	..	..	36,500	53
54	Paper and Paper Products of all kinds	65,800	1,700	67,500	200	..	200	67,700	64,200	1,500	65,700	2,400	..	2,400	68,100	90,600	1,300	91,900	1,300	..	1,300	93,200	95,800	200	96,000	1,200	..	1,200	97,200	120,200	300	120,500	800	..	800	121,300	7,81,700	1,400	7,83,100	2,500	..	2,500	7,85,600	54
55	Rubber—Raw	5,500	14,300	19,800	100	..	100	19,900	4,900	19,800	24,700	..	..	..	24,700	10,000	16,200	26,200	..	..	..	26,200	4,300	21,300	25,600	200	..	200	25,800	4,100	24,800	28,900	100	..	100	29,000	30,600	1,49,200	1,79,800	300	..	300	1,80,100	55
56	Salt	..	129,400	129,400	..	..	..	129,400	..	200,600	200,600	..	..	..	200,600	183,100	..	183,100	..	..	..	183,100	..	174,500	174,500	100	..	100	174,600	..	233,000	233,000	..	..	..	233,000	..	1,12,800	1,12,800	..	..	..	1,12,800	56
57	Tallow	79,200	700	79,900	700	..	700	80,600	51,400	100	51,500	300	..	300	51,800	54,300	100	54,400	..	..	..	54,400	75,900	..	75,900	..	..	..	75,900	50,700	..	50,700	..	..	..	50,700	6,86,100	..	6,86,100	..	..	..	6,86,100	57
58	Woodpulp	41,300	2,000	43,300	..	..	..	43,300	43,100	1,600	44,700	500	..	500	45,200	54,900	200	55,100	..	..	..	55,100	51,400	..	51,400	..	..	..	51,400	46,100	..	46,100	400	..	400	46,500	5,53,100	..	5,53,100	2,100	..	2,100	5,55,200	58
59	Miscellaneous	8,080,100	258,100	6,338,200	17,400	100	17,500	6,355,700	7,269,400	161,900	7,431,300	8,400	100	8,500	7,439,800	6,757,800	234,600	6,992,400	6,100	..	6,100	6,998,700	6,785,800	221,300	7,007,100	7,000	..	7,000	7,014,100	7,801,800	179,700	7,981,500	5,400	..	5,400	7,986,900	5,40,04,800	8,24,000	5,48,28,800	30,000	..	30,000	5,48,58,800	59
	Total	10,844,900	1,681,600	12,526,500	60,000	300	60,300	12,586,800	13,043,800	1,728,000	14,771,800	40,000	700	40,700	14,812,500*	10,195,800	1,500,300	11,696,000	37,000	..	37,000	11,733,000	9,683,200	1,309,800	10,973,000	79,800	..	79,800	11,052,800	11,165,900	1,460,100	12,566,000	48,400	..	48,400	12,614,400	8,20,26,200	27,98,000	8,48,24,200	1,91,400	..	1,91,400	8,50,15,600	

8A

N.O.S.=Not otherwise specified.

† Figures merged in Miscellaneous.

APPENDIX C

EXPORTS

Serial No.	Commodities	1967-68 Volume. Shore. Foreign.	1967-68 Volume. Shore. Coastal.	1967-68 Volume. Shore. Total.	1967-68 Volume. Overside. Foreign.	1967-68 Volume. Overside. Coastal.	1967-68 Volume. Overside. Total.	1967-68 Total Exports. Tonnes.	1968-69 Volume. Shore. Foreign.	1968-69 Volume. Shore. Coastal.	1968-69 Volume. Shore. Total.	1968-69 Volume. Overside. Foreign.	1968-69 Volume. Overside. Coastal.	1968-69 Volume. Overside. Total.	1968-69 Total Exports. Tonnes.	1969-70 Volume. Shore. Foreign.	1969-70 Volume. Shore. Coastal.	1969-70 Volume. Shore. Total.	1969-70 Volume. Overside. Foreign.	1969-70 Volume. Overside. Coastal.	1969-70 Volume. Overside. Total.	1969-70 Total Exports. Tonnes.	1970-71 Volume. Shore. Foreign.	1970-71 Volume. Shore. Coastal.	1970-71 Volume. Shore. Total.	1970-71 Volume. Overside. Foreign.	1970-71 Volume. Overside. Coastal.	1970-71 Volume. Overside. Total.	1970-71 Total Exports. Tonnes.	1971-72 Volume. Shore. Foreign.	1971-72 Volume. Shore. Coastal.	1971-72 Volume. Shore. Total.	1971-72 Volume. Overside. Foreign.	1971-72 Volume. Overside. Coastal.	1971-72 Volume. Overside. Total.	1971-72 Total Exports. Tonnes.	1971-72 Revenue. Shore. Foreign. Rs.	1971-72 Revenue. Shore. Coastal. Rs.	1971-72 Revenue. Shore. Total. Rs.	1971-72 Revenue. Overside. Foreign. Rs.	1971-72 Revenue. Overside. Coastal. Rs.	1971-72 Revenue. Overside. Total. Rs.	1971-72 Total Revenue. Rs.	Serial No.
1	Antiques, Artware and Curios	5,800	..	5,800	..	..	..	5,800	7,300	..	7,300	..	..	..	7,300	9,500	..	9,500	..	..	..	9,500	10,100	..	10,100	..	..	..	10,100	11,500	..	11,500	..	..	..	11,500	3,44,000	100	3,44,100	..	..	..	3,44,100	1
2	Asbestos and Asbestos Materials	..	..	..	..	..	..	†	11,900	..	..	..	..	..	†	12,100	200	12,100	..	..	..	12,100	8,900	..	8,900	..	..	..	8,900	2,700	100	2,800	..	..	..	2,800	21,600	200	21,800	..	..	..	21,800	2
3	Asphalt, Bitumen, Dammer, Pitch, Tar and Creosote	..	..	..	..	..	..	†	20,300	17,100	37,400	..	..	..	37,400	8,100	..	8,100	..	..	..	8,100	8,100	..	8,100	..	..	..	8,100	200	26,200	26,400	..	..	..	26,400	1,900	1,36,000	1,37,900	..	..	..	1,37,900	3
4	Baggage—Passengers'	4,600	..	4,600	..	..	..	4,600	1,800	..	1,800	..	..	..	1,800	2,100	..	2,100	..	..	..	2,100	2,300	..	2,300	..	..	..	2,300	2,200	..	2,200	..	..	..	2,200	65,800	..	65,800	..	..	..	65,800	4
5	Beverages and drinks non-alcoholic	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,180	..	5,180	600	..	600	5,700	4,500	900	5,400	..	..	..	5,400	47,900	1,200	49,100	..	..	..	49,100	5
6	Bicycles and Bicycle Parts	..	..	..	..	..	..	†	..	..	..	..	..	..	..	†	8,000	..	8,000	..	..	..	11,100	..	11,100	..	..	..	11,100	11,500	..	11,500	..	..	..	11,500	1,68,000	200	1,68,200	..	..	..	1,68,200	6
7	Building Materials	1,900	4,600	6,500	..	..	..	6,500	7,300	3,600	10,900	..	..	..	10,900	4,700	5,700	10,400	..	..	..	10,400	4,000	8,400	12,400	..	..	..	12,400	3,500	11,000	14,500	..	..	..	14,500	16,100	4,500	20,600	..	..	..	20,600	7
8	Chemicals	7,000	13,400	20,400	..	..	..	20,400	17,500	10,600	28,100	..	..	..	28,100	28,300	8,200	36,500	..	..	..	36,500	44,100	6,300	50,400	..	..	..	50,400	40,700	4,500	45,200	..	..	..	45,200	2,79,800	11,700	2,91,500	..	..	..	2,91,500	8
	Cotton :—																																										
9	(i) Raw	59,200	2,500	61,700	..	..	..	61,700	30,300	1,300	31,600	100	..	100	31,700	40,500	1,600	42,100	..	..	..	42,100	34,600	2,100	36,700	..	..	..	36,700	33,700	800	35,500	..	..	..	35,500	1,33,600	2,500	1,36,100	..	..	..	1,36,100	9
10	(ii) Twist and Waste	17,700	2,300	20,000	100	..	100	20,100	16,700	1,000	17,700	..	..	..	17,700	8,300	1,000	9,300	..	..	..	9,300	2,500	600	3,100	..	..	..	3,100	1,800	300	2,100	..	..	..	2,100	6,700	800	7,500	..	..	..	7,500	10
11	(iii) Twist and Yarn	..	..	..	..	..	..	†	13,200	100	13,300	..	..	..	13,300	6,100	..	6,100	..	..	..	6,100	6,100	..	6,100	..	..	..	6,100	4,500	..	4,500	..	..	..	4,500	17,000	..	17,000	..	..	..	17,000	11
12	Drugs and Medicines	9,700	1,700	11,400	..	..	..	11,400	11,100	1,600	12,700	..	..	..	12,700	9,900	1,100	11,000	..	..	..	11,000	9,600	800	10,400	..	..	..	10,400	12,700	500	13,200	..	..	..	13,200	84,300	1,500	85,800	..	..	..	85,800	12
13	Dyes and Colours of all kinds	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,300	200	6,500	..	..	..	6,500	7,100	100	7,200	..	..	..	7,200	99,200	600	99,800	..	..	..	99,800	13
14	Fodder	14,300	2,900	17,200	..	..	..	17,200	15,300	5,000	20,300	..	..	..	20,300	23,700	7,500	31,200	..	..	..	31,200	41,400	1,700	43,100	..	..	..	43,100	87,700	800	88,500	..	..	..	88,500	1,75,000	1,200	1,76,200	..	..	..	1,76,200	14
	Foodgrains :—																																										
15	(i) Rice	3,500	5,500	9,000	..	..	..	9,000	7,500	6,000	13,500	..	..	..	13,500	14,000	3,100	17,100	..	..	..	17,100	26,300	5,800	32,100	..	..	..	32,100	9,800	41,900	51,700	..	..	..	51,700	24,600	82,800	1,07,400	..	..	..	1,07,400	15
16	(ii) Wheat	100	34,200	34,300	..	..	..	34,300	..	34,100	34,100	..	..	..	34,100	..	39,700	39,700	..	..	..	39,700	..	23,100	23,100	..	..	..	23,100	..	41,400	41,400	..	..	..	41,400	..	54,900	54,900	..	..	..	54,900	16
17	(iii) Other Kinds	4,300	27,500	31,800	..	..	..	31,800	24,000	36,100	60,100	..	..	..	60,100	24,600	18,000	42,600	..	..	..	42,600	19,000	20,900	39,900	..	..	..	39,900	15,100	12,000	27,100	..	..	..	27,100	37,600	13,500	51,100	..	..	..	51,100	17
18	Foodstuffs, N.O.S.	9,600	400	10,000	..	..	..	10,000	11,500	400	11,900	..	..	..	11,900	12,300	600	12,900	..	..	..	12,900	15,700	1,700	17,400	..	..	..	17,400	11,600	900	12,500	..	..	..	12,500	51,600	3,700	55,300	..	..	..	55,300	18
	Fruits and Vegetables :—																																										
19	(i) Fruits—Dried and Fresh	12,900	700	13,600	..	..	..	13,600	16,000	700	17,300	..	..	..	17,300	14,600	3,000	17,600	..	..	..	17,600	16,000	1,600	17,600	..	..	..	17,600	9,900	1,000	10,900	..	..	..	10,900	33,300	1,700	35,000	..	..	..	35,000	19
20	(ii) Vegetables	61,400	2,200	63,600	..	..	..	63,600	69,900	4,200	74,100	100	..	100	74,200	96,000	3,300	99,300	..	..	..	99,300	99,400	5,500	104,900	..	..	..	104,900	43,800	2,500	46,300	..	..	..	46,300	1,37,000	4,700	1,41,700	..	..	..	1,41,700	20
21	Gunnies and Hessians	800	21,800	22,700	..	..	..	22,700	1,600	13,100	14,700	..	..	..	14,700	2,600	7,600	10,200	..	..	..	10,200	2,700	4,700	7,400	..	..	..	7,400	1,300	5,100	6,400	..	..	..	6,400	4,200	15,900	20,100	..	..	..	20,100	21
22	Hair and Wool	7,400	..	7,400	..	..	..	7,400	5,700	..	5,700	..	..	..	5,700	5,700	..	5,700	..	..	..	5,700	5,400	..	5,400	..	..	..	5,400	3,800	..	3,800	..	..	..	3,800	17,600	..	17,600	..	..	..	17,600	22
23	Hides and Skins	5,000	..	5,000	..	..	..	5,000	5,500	..	5,500	..	..	..	5,500	6,300	..	6,300	..	..	..	6,300	3,800	..	3,800	..	..	..	3,800	1,400	..	1,400	..	..	..	1,400	7,200	..	7,200	..	..	..	7,200	23
24	Hosiery, Haberdashery, Millinery and Wearing Apparel	16,700	100	16,800	100	..	100	16,900	18,500	100	18,600	..	..	..	18,600	21,900	400	22,300	..	..	..	22,300	27,500	..	27,500	..	..	..	27,500	28,500	..	28,500	..	..	..	28,500	3,42,700	100	3,42,800	..	..	..	3,42,800	24
25	Instruments	..	..	..	..	..	..	†	..	..	..	..	..	..	..	7,600	100	7,700	..	..	..	7,700	9,000	100	9,100	..	..	..	9,100	8,900	100	9,000	..	..	..	9,000	8,72,100	1,400	8,73,500	..	..	..	8,73,500	25
26	Lac, Gums and Resins	6,300	1,000	7,300	..	..	..	7,300	6,500	900	7,400	..	..	..	7,400	6,700	1,000	7,700	..	..	..	7,700	7,000	900	7,900	..	..	..	7,900	10,300	800	11,100	..	..	..	11,100	56,500	3,300	59,800	..	..	..	59,800	26
27	Leather and Leather manufactures	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,500	..	6,500	..	..	..	6,500	7,700	..	7,700	..	..	..	7,700	77,400	..	77,400	..	..	..	77,400	27
28	Machinery, N.O.S.	39,300	4,600	43,900	..	200	200	44,100	61,400	2,800	64,200	..	..	..	64,200	26,800	700	27,500	..	..	..	27,500	29,000	600	29,600	..	100	100	29,700	33,900	800	34,700	..	..	..	34,700	3,14,200	8,800	3,23,000	..	..	..	3,23,000	28
	Manure :—																																										
29	(i) Bone and Bonemeal	37,400	200	37,600	..	..	..	37,600	28,600	..	28,600	..	..	..	28,600	35,700	..	35,700	..	..	..	35,700	29,800	..	29,800	..	..	..	29,800	30,100	..	30,100	..	..	..	30,100	90,200	..	90,200	..	..	..	90,200	29
30	(ii) Oilcakes	289,300	1,900	291,200	1,000	..	1,000	292,200	319,900	2,400	322,300	..	..	..	322,300	287,900	2,000	289,900	..	..	..	289,900	3,45,500	2,300	347,800	..	..	..	347,800	283,200	1,000	284,500	..	..	..	284,500	5,66,500	2,300	5,68,800	..	..	..	5,68,800	30
31	(iii) Others	2,200	600	2,800	..	..	..	2,800	13,700	3,800	17,500	..	..	..	17,500	400	5,000	5,400	..	..	..	2,400	400	16,000	16,400	..	..	..	16,400	..	13,900	13,900	..	..	..	13,900	..	25,800	25,800	..	..	..	25,800	31
	Metal and Metal Products :—																																										
32	(i) All Metal Ingots	..	..	..	..	..	..	†	900	100	1,000	..	..	..	1,000	..	100	100	..	..	..	100	..	..	100	..	..	..	100	..	300	300	..	..	..	300	..	300	300	..	..	..	300	32
33	(ii) Hardware	15,200	11,100	26,300	..	..	..	26,300	28,300	7,100	35,400	..	..	..	35,400	5,700	8,800	14,500	..	..	..	14,500	6,300	9,100	15,400	..	..	..	15,400	5,900	6,600	12,500	..	..	..	12,500	41,200	17,200	58,400	..	..	..	58,400	33
34	(iii) Iron and Steel Materials	214,600	8,600	223,200	..	..	..	223,200	301,900	6,900	308,800	..	..	..	308,800	319,800	8,000	327,800	100	..	100	327,900	2,07,900	9,300	217,200	..	..	..	217,200	115,400	5,100	120,500	..	..	..	120,500	10,55,900	7,900	10,63,800	..	..	..	10,63,800	34
35	(iv) Scrap and Dross	148,300	500	148,800	..	..	..	148,800	107,900	1,300	109,200	..	..	..	109,200	114,000	1,200	115,200	..	..	..	115,200	50,300	1,200	51,500	..	..	..	51,500	44,100	..	44,100	..	..	..	44,100	2,42,600	100	2,42,700	..	..	..	2,42,700	35
36	(v) Wires and Cables	..	..	..	..	..	..	†	..	..	..	..	..	..	..	16,900	600	16,900	..	..	..	16,900	14,000	100	14,100	..	..	..	14,100	12,700	..	12,700	..	..	..	12,700	1,92,200	100	1,92,300	..	..	..	1,92,300	36
37	(vi) Other Metals and Metal Products	2,600	2,900	5,500	..	..	..	5,500	5,300	1,600	6,900	..	..	..	6,900	26,400	1,100	27,500	..	..	..	27,500	43,300	800	44,100	..	100	100	44,200	38,000	700	38,700	500	..	500	39,200	3,98,000	2,600	4,00,600	6,000	..	6,000	4,06,600	37
38	Motor Cars and Lorries	..	..	..	..	..	..	†	4,600	..	4,600	..	..	..	4,600	8,800	..	8,800	..	..	..	8,800	3,200	..	3,200	..	..	..	3,200	2,36,700	400	2,39,100	..	..	..	2,39,100	38
39	Motor Vehicle Parts and Accessories	..	..	..	..	..	..	†	5,900	..	5,900	..	..	..	5,900	7,400	..	7,400	..	..	..	7,400	7,700	..	7,700	..	..	..	7,700	3,200	..	3,200	..	..	..	3,200	93,600	..	93,600	..	..	..	93,600	39
40	Oilseeds	..	..	..	..	..	..	†	12,100	4,800	16,900	..	..	..	16,900	3,200	1,700	4,900	..	..	..	4,900	11,800	5,900	17,700	..	200	200	17,900	29,800	12,700	42,500	..	1,500	1,500	44,000	40
41	Oils and Fats, N.O.S.	18,700	2,200	20,900	..	..	..	20,900	26,400	1,200	27,600	..	..	..	27,600	12,200	700	12,900	..	..	..	12,900	16,400	600	17,000	..	..	..	17,000	14,000	700	14,700	..	..	..	14,700	62,900	2,400	65,300	..	..	..	65,300	41
	Ores :—																																										
42	(i) Iron	93,500	..	93,500	..	..	..	93,500	51,900	..	51,900	..	..	..	51,900	13,600	..	13,600	..	..	..	13,600	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	42
43	(ii) Manganese	108,900	..	108,900	..	..	..	108,900	85,500	..	85,500	..	..	..	85,500	74,100	..	74,100	..	..	..	74,100	81,200	..	81,200	..	..	..	81,200	48,200	..	48,200	..	..	..	48,200	1,06,100	..	1,06,100	..	..	..	1,06,100	43
44	(iii) Other Ores	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,100	..	6,100	..	..	..	6,100	4,300	..	4,300	..	..	..	4,300	9,500	..	9,500	..	..	..	9,500	44
45	Paints and Painters' Materials	5,600	1,100	6,700	..	..	..	6,700	7,900	500	8,400	..	..	..	8,400	10,100	300	10,400	..	..	..	10,400	12,200	300	12,500	..	..	..	12,500	7,300	200	7,500	..	..	..	7,500	51,300	600	51,900	..	..	..	51,900	45
46	Paper and Paper Products	3,800	700	4,500	..	..	..	4,500	12,900	1,200	14,100	..	..	..	14,100	12,300	1,500	13,800	..	..	..	13,800	13,600	1,500	17,100	..	..	..	17,100	5,600	1,800	7,400	..	..	..	7,400	37,100	6,900	44,000	..	..	..	44,000	46
47	Plastics and Plastic Manufactures	..	..	..	..	..	..	†	..	..	..	..	..	..	..	12,200	..	12,300	..	..	..	12,300	12,400	..	12,400	..	..	..	12,400	6,000	..	6,000	..	..	..	6,000	74,700	300	75,000	..	..	..	75,000	47
48	Seeds of all kinds	1,900	10,400	12,300	..	..	..	12,300	2,900	15,700	18,600	..	..	..	18,600	1,100	4,900	6,000	..	..	..	6,000	400	11,400	11,800	..	..	..	11,800	500	4,600	5,100	..	..	..	5,100	1,300	4,300	5,600	..	..	..	5,600	48
49	Spices	14,900	1,600	16,500	..	..	..	16,500	14,200	2,400	16,600	..	..	..	16,600	11,900	1,800	13,700	..	..	..	13,700	14,100	1,600	15,700	..	..	..	15,700	30,900	1,400	32,300	..	..	..	32,300	1,23,600	2,400	1,26,000	..	..	..	1,26,000	49
50	Sugar	232,100	100	232,200	..	..	..	232,200	88,300	..	88,300	..	..	..	88,300	95,200	..	95,200	..	..	..	95,200	328,100	300	328,400	..	..	..	328,400	275,800	..	275,800	..	..	..	275,800	6,89,400	100	6,89,500	..	..	..	6,89,500	50
51	Tea	9,200	100	9,300	..	..	..	9,300	15,600	63	15,600	..	..	..	15,600	19,600	..	19,600	..	..	..	19,600	26,800	..	26,800	..	..	..	26,800	19,800	..	19,800	..	..	..	19,800	1,58,800	..	1,58,800	..	..	..	1,58,800	51
52	Textiles—Cotton	54,400	1,300	55,700	..	..	..	55,700	55,300	1,100	56,400	..	..	..	56,400	45,100	600	45,700	..	..	..	45,700	42,800	400	43,200	..	..	..	43,200	43,700	500	44,200	..	..	..	44,200	2,18,700	1,200	2,19,900	..	..	..	2,19,900	52
53	Tobacco—Raw and Country	..	..	..	..	..	..	†	..	..	..	..	..	..	..	6,000	..	6,000	..	..	..	6,000	2,600	..	2,600	..	..	..	2,600	4,700	..	4,700	..	..	..	4,700	32,900	..	32,900	..	..	..	32,900	53
54	Woodpulp	..	..	..	..	..	..	†	..	..	..	..	..	..	..	5,500	..	5,500	..	..	..	5,500	7,900	..	7,900	..	..	..	7,900	2,200	700	2,900	..	..	..	2,900	28,900	1,300	28,200	..	..	..	28,200	54
55	Miscellaneous	829,800	2,076,400	2,906,200	400	..	400	2,906,600	619,800	2,186,900	2,806,700	..	..	..	2,806,700	413,400	1,535,100	1,948,500	100	..	100	1,948,600	250,300	1,432,700	1,683,000	..	100	100	1,683,100	277,900	1,855,500	2,133,400	..	..	..	2,133,400	16,33,700	30,89,400	47,13,100	..	..	..	47,13,100	55
	Grand Total	2,369,900	2,245,200	4,615,100	1,600	200	1,800	4,616,900	2,122,300	2,353,600	4,475,900	200	..	200	4,476,100	1,962,200	1,695,300	3,678,100	200	..	200	3,678,300	1,987,100	1,583,400	3,570,500	..	300	300	3,570,800	1,705,300	2,051,000	3,756,300	500	200	700	3,757,000	96,02,700	33,29,800	1,31,32,500	6,000	1,500	7,500	1,31,40,000	

8B

N.O.S.—Not otherwise specified.

† Figures merged in Miscellaneous.

APPENDIX C (1)

Statement showing Registered Imports (excluding overside traffic) in metric tonnes, during 1971-72, based on audited returns

IMPORTS

Serial No.	Commodities	Coastal Ports	ADJACENT COUNTRIES			FOREIGN COUNTRIES												Total	Serial No.
			Burma	Ceylon	Pakistan	Africa	Australia and New Zealand	Canada	Far Eastern	Japan	Other Australian	Other Asian	Other European	U.K.	U.S.A.	U.S.S.R.	West Germany	Miscellaneous	
1	Advance and Advance Materials	...	...	...	...	200	...	14,700	...	200	...	...	500	500	5,000	14,700	500	...	35,900	1
2	Baggage—Passengers'	...	...	...	...	500	...	500	100	500	...	400	800	800	800	...	800	4,700	9,600	2
3	Building Materials—																			3
	(i) Bricks	...	...	...	...	...	...	...	...	...	...	...	...	...	400	...	...	...	400	
	(ii) Cement	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	101,500	
	(iii) Cement Clinker	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	170,000	
	(iv) Cement, Lime and Limestone	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	95,000	
	(v) Sand	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	197,000	
	(vi) Tiles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30,000	
	(vii) Timber in logs	...	...	...	...	100	...	...	...	...	...	...	...	...	...	...	...	...	100	
4	Chemicals—																			4
	(i) Soda	...	...	...	...	500	...	...	...	...	...	...	2,500	...	...	...	...	...	48,000	
	(ii) Sulphur	...	...	...	...	...	...	85,000	...	...	...	11,500	85,500	...	...	15,500	...	...	197,500	
	(iii) Other kinds	...	100	...	...	1,500	...	11,000	600	14,000	...	1,000	85,500	11,500	8,000	8,000	13,000	500	97,000	
5	Clay	...	...	...	...	...	...	...	...	...	...	...	...	...	100	...	...	...	2,500	5
6	Cocoanuts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000	6
7	Copra	...	...	1,700	...	1,000	...	...	...	...	...	...	...	...	...	...	...	...	2,000	7
8	Coir and Coir Products	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000	8
9	Cotton—Raw	...	...	...	...	10,000	...	100	...	...	1,000	4,500	...	...	14,500	1,000	...	5,000	115,000	9
10	Dates	...	...	...	...	...	...	...	...	...	...	5,000	...	...	...	...	...	...	41,000	10
11	Drugs and Medicines	...	...	...	...	500	500	...	800	800	...	1,000	12,500	1,000	800	800	1,000	...	19,000	11
12	Dyes and Colours of all kinds	...	...	...	...	1,000	...	...	...	2,500	...	500	2,000	4,000	800	800	4,500	...	17,000	12
13	Fertilizers—																			13
	(i) Ammonium Sulphate	...	...	...	...	...	...	...	...	5,000	...	...	...	...	...	...	500	...	5,500	
	(ii) Rock Phosphate	...	...	...	...	41,000	...	...	...	...	...	40,000	...	...	15,000	...	...	...	175,000	
	(iii) Urea	...	...	...	...	...	...	...	...	...	...	4,000	80,000	...	10,000	25,000	...	...	119,000	
	(iv) Other Chemical Fertilizers	...	100	...	...	...	...	144,000	10,000	...	...	...	80,000	...	10,000	15,000	14,500	...	273,600	
14	Fibres—Synthetics	...	...	...	...	...	...	...	...	6,000	...	...	800	1,000	1,000	...	800	...	10,000	14
15	Firewood	...	10,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10,000	15
16	Fish—Dried	...	5,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5,000	16
17	Fish—Fresh	...	10,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10,000	17
18	Foodgrains—																			18
	(i) Rice	...	500	...	...	...	...	...	...	...	...	...	...	...	77,000	...	...	4,000	85,000	
	(ii) Wheat	...	10,000	...	...	...	...	74,000	...	...	...	...	...	...	77,000	...	...	4,000	85,000	
	(iii) Others	...	5,000	...	...	...	...	...	...	...	...	...	...	...	6,500	...	...	500	12,000	
19	Foodstuffs, N.O.S.	...	500	...	...	...	10,000	4,500	...	...	...	...	7,000	500	45,000	...	4,000	...	71,500	19
20	Grains—Dried and Pods	...	...	...	...	...	...	...	...	...	...	4,500	...	...	...	...	...	...	4,500	20
21	Grasses and Manures	...	10,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10,000	21
22	Hair and Wool	...	...	...	...	...	1,500	...	...	...	...	...	...	...	...	...	...	...	1,500	22
23	Industrial Alcohols and Spirits, non-potable	...	...	...	...	...	500	...	...	...	...	...	...	...	...	...	...	...	500	23
24	Instruments	...	100	...	...	100	...	4,000	800	500	...	...	6,400	...	1,000	800	4,000	500	14,000	24
25	Iron, Steel and Scrap	...	...	...	...	4,000	...	...	...	...	...	100	...	...	...	...	...	...	4,000	25
26	Machinery	...	500	...	...	...	...	4,500	...	4,000	...	...	10,500	...	4,500	8,000	7,500	800	40,000	26
27	Metal and Metal Products—																			27
	(i) Hardware	...	2,000	...	...	...	...	1,500	...	1,000	...	...	500	500	500	700	800	500	8,000	
	(ii) Ingots—Aluminium	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000	
	(iii) Ingots—Copper	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000	
	(iv) Ingots—Lead	...	...	...	...	500	500	...	...	...	...	...	...	...	...	...	...	...	1,000	
	(v) Ingots—Zinc	...	...	...	...	500	500	...	...	...	...	...	...	...	...	...	...	...	1,000	
	(vi) Ingots—Other kinds	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,000	...	...	3,000	
	(vii) Iron and Steel Materials	...	1,500	...	...	...	10,000	...	1,500	...	...	...	80,000	...	1,500	...	5,000	4,000	102,000	
	(viii) Pig-iron	...	...	...	...	...	...	...	500	...	...	...	1,000	...	...	...	...	...	1,500	
	(ix) Wire and Cables	...	...	...	...	...	...	...	...	...	...	...	1,000	...	...	...	...	...	1,000	
	(x) Other Metals and Metal Products	...	15,000	...	...	37,000	10,000	12,500	500	1,000	...	1,000	12,000	...	17,000	3,000	5,000	500	114,500	
28	Motor Cars and Lorries	...	...	...	...	500	500	...	...	...	...	...	1,000	...	1,000	1,000	1,000	...	5,000	28
29	Motor Car Parts and Accessories	...	...	...	...	...	...	500	...	...	...	...	1,000	...	1,000	1,000	1,000	...	4,500	29
30	Oils and Fats, N.O.S.	...	1,000	...	...	...	...	...	...	...	500	...	1,000	...	1,000	...	1,000	4,000	8,500	30
31	Oilseeds	...	1,000	...	...	...	...	500	...	...	...	...	...	...	...	...	...	...	1,500	31
32	Paper and Paper Products of all kinds	...	500	...	...	...	500	4,000	...	...	...	...	2,000	...	1,000	...	...	...	7,500	32
33	Rubber—Raw	...	10,000	...	100	...	...	10,000	500	500	1,000	...	10,000	4,000	4,500	11,000	1,000	...	42,500	33
34	Salt	...	100,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100,000	34
35	Sulphur	...	...	...	...	500	...	...	...	...	...	...	...	...	1,000	...	...	...	1,500	35
36	Woodpulp	...	...	...	...	...	...	14,000	...	...	...	...	500	...	20,000	...	...	...	34,500	36
37	Miscellaneous	...	170,700	...	800	3,000	3,500	4,500	10,000	10,000	1,000	7,400,500	10,000	15,000	100,000	15,500	9,400	12,800	7,601,000	37
	Grand Total	...	1,409,100	100	2,000	...	104,000	88,000	504,500	80,800	971,000	8,000	1,960,000	704,000	900,000	1,021,500	132,000	119,000	60,300	10,000,000	

M.O.S.—Not otherwise specified

APPENDIX C (1)

Statement showing Registered Exports (excluding currency bullion) in metric tonnes, during 1971-72, based on audited returns.

EXPORTS

Serial No.	Commodities	Grand Total	AGAINST OUTWARD			FOREIGN COUNTRIES												Total	Serial No.
			Burma.	Ceylon.	Pakistan.	Africa.	Australia and New Zealand.	Canada.	Far Eastern.	Japan.	Other American.	Other Asian.	Other European.	U.K.	U.S.A.	U.S.S.R.	West Germany.	Rhenish Germ.	
1	Antigens, Arrowroot and Cutch																		1
2	Asbestos and Asbestos Material																		2
3	Asphalt, Bitumen, Damroot, Pitch, Tar and Creosote																		3
4	Baggage—Passengers'																		4
5	Beverages & Drinks non-alcoholic																		5
6	Bicycles and Bicycle Parts																		6
7	Building Materials																		7
8	Chemicals																		8
9	Cotton—																		9
	(i) Raw																		
	(ii) Twist and Waste																		
	(iii) Twist and Yarn																		
10	Drugs and Medicines																		10
11	Dyes and Colours of all kinds																		11
12	Rubber																		12
13	Foodgrains—																		13
	(i) Rice																		
	(ii) Wheat																		
	(iii) Other kinds																		
14	Foodstuffs, N.O.S.																		14
15	Fruits and Vegetables—																		15
	(i) Fruits—Dried and Fresh																		
	(ii) Vegetables																		
16	Grains and Pulses																		16
17	Hair and Wool																		17
18	Hides and Skins																		18
19	Hosiery, Haberdashery, Millinery and Wearing Apparel																		19
20	Instruments																		20
21	Jute, Gunny and Hessian																		21
22	Leather & leather subs.																		22
23	Machinery, N.O.S.																		23
24	Manures—																		24
	(i) Bone and Fishmeal																		
	(ii) Oilcakes																		
	(iii) Others																		
25	Metal and Metal Products—																		25
	(i) All Metal Ingots																		
	(ii) Hardware																		
	(iii) Iron and Steel Materials																		
	(iv) Scrap and Drosses																		
	(v) Wires and Cables																		
	(vi) Other Metal and Metal Products																		
26	Motor Cars and Lorries																		26
27	Motor Vehicle Parts and Accessories																		27
28	Oilseeds																		28
29	Oils and Fats, N.O.S.																		29
30	Ores—																		30
	(i) Iron																		
	(ii) Manganese																		
	(iii) Other Ores																		
31	Paints and Painters' Material																		31
32	Paper and Paper Products																		32
33	Plastics and Plastic Manufactures																		33
34	Seeds of all kinds																		34
35	Spices																		35
36	Sugar																		36
37	Tea																		37
38	Textiles—Cotton																		38
39	Tobacco—Raw and Country																		39
40	Woodpulp																		40
41	Miscellaneous																		41
	Grand Total																		

N.O.S.—Not otherwise specified.

APPENDIX D

Statement showing the number of vessels, which entered the Docks or were berthed at the Harbour Walls and paid dues, during the past ten years :—

Year.	Vessels which entered the Docks.		Vessels berthed at the Harbour Walls.		Total	
	No.	Net Registered Tonnage.	No.	Net Registered Tonnage.	No.	Net Registered Tonnage.
1962-63	2,112	6,594,723	436	1,614,631	2,548	8,209,354
1963-64	2,033	6,235,365	453	1,865,630	2,486	8,100,995
1964-65	1,873	6,060,934	426	1,914,939	2,299	7,975,873
1965-66	1,806	6,006,192	416	1,693,867	2,222	7,700,059
1966-67	1,879	6,192,790	316	1,310,033	2,195	7,502,823
1967-68	1,701	5,600,751	316	1,320,121	2,017	6,920,872
1968-69	1,683	5,065,194	288	1,183,140	1,971	6,248,334
1969-70	1,591	5,052,688	229	1,012,539	1,820	6,065,227
1970-71	1,643	5,337,607	238	1,019,753	1,881	6,357,360
1971-72	1,633	5,342,185	248	1,113,366	1,881	6,455,551

APPENDIX E

Statement showing the number and tonnage of vessels docked in the Merewether and Hughes Dry Docks during the past ten years :—

Year.	Merewether Dry Dock.		Hughes Dry Dock.		Total.	
	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.
1962-63	48	91,683	68	374,485	116	466,168
1963-64	52	112,014	68	368,158	120	480,172
1964-65	51	66,594	59	358,046	110	424,640
1965-66	53	77,519	61	326,492	114	404,011
1966-67	67	102,980	46	300,954	113	403,934
1967-68	70	118,304	62	344,665	132	462,969
1968-69	52	99,360	41	238,574	93	337,934
1969-70	59	107,050	37	200,670	96	307,720
1970-71	56	102,586	72	400,253	128	502,839
1971-72	41	84,079	71	430,896	112	514,975

APPENDIX F

Statement showing the principal commodities—Foreign Traffic—Loaded on B.P.T. Railway, during 1971-72, as compared with 1970-71 :—

LOADED

Serial No.	Commodities	Tonnes in Hundreds	
		1970-71	1971-72
1	Animal Food	25	30
2	Asbestos Fibre	50	28
3	Asbestos, Raw	66	194
4	Blended Food	100	21
5	Bonemeals, Hides and Skins	34	*
6	Bricks, Tiles and Stones	53	47
7	Chemical Fertilizers other than Rock Phosphate	3,010	4,190
8	Clay, Chunam, Lime and Sand	25	15
9	Coal	28	80
10	Colour	20	—
11	Copper Wires	46	12
12	Cotton, Raw	181	158
13	Cotton Seed Husk	29	*
14	Di-ammonium Phosphate	(a)	(a)
15	Empty Tins, Drums and Casks	42	*
16	Fish Manure	29	*
17	Flourspar	50	35
18	Gas Cylinders	15	*
19	Government and Military Stores	430	657
20	Grain and Pulses	256	108
21	Hemp and Jute	112	58
22	Iron and Steel	421	1,219
23	Iron Scrap	29	*
24	Machinery	404	545
25	Manganese Ore	15	—
26	Milk Powder	56	54
27	Muriate of Potash	78	54
28	News-print	68	*
29	Oilcakes	23	56
30	Old Newspapers and Rags	272	354
31	Pig Iron	27	*
32	Railway Materials	103	294
33	Red Oxide	15	*
34	Rice	474	428
35	Rice Bran	18	—
36	Road Surface	22	71
37	Rock Phosphate	147	234
38	Rosin	11	16
39	Rubber	29	*
40	Salt	62	96
41	Soap	50	22
42	Stainless Steelwares	30	*
43	Sulphur	584	649
44	Tallow	81	12
45	Tanning Extract	17	*
46	Tin Plates	*	*
47	Tractor	54	149
48	Tyres	70	15
49	Vegetable and Other Oils	1,460	262
50	Wattle extract	14	*
51	Wheat	1,936	668
52	Wood Pulp	21	37
53	Wood and Timber	109	82
54	Wool	221	46
55	Miscellaneous	4,472	6,442
	Total	15,994	17,438

* Included in the total of Miscellaneous; details not readily available.

(a) Included in Chemical Fertilizers other than Rock Phosphates.

(—)No traffic.

APPENDIX F—*Concld.*

Statement showing the principal commodities—Foreign Traffic—Unloaded on B.P.T. Railway, during 1971-72, as compared with 1970-71 :—

UNLOADED

Serial No.	Commodities	Tonnes in Hundreds	
		1970-71	1971-72
1	A.C. Sheets and Boards	62	*
2	Ambadi Seed	15	*
3	Bamboo Pulp	77	†
4	Barytes	166	259
5	Bonemeals, Hides and Skins	288	380
6	Bentonite Powder	26	*
7	Bricks, Tiles and Stones	378	691
8	Calcium Carbonate	82	80
9	Caustic Soda	37	—
10	Charcoal	855	652
11	Chemical Fertilizers other than Rock Phosphate	210	95
12	Clay, Chunam, Lime and Sand	183	161
13	Coal	845	940
14	Dolomite Lump and Powder	172	38
15	Empty Tins, Drums, Casks, etc.	42	10
16	Ferro Manganese	198	106
17	Grain and Pulses	127	146
18	Government and Military Stores	114	209
19	Gunny Bags	16	21
20	Hay Bales	—	—
21	Hemp and Jute	—	—
22	Husk	14	*
23	Iron Ore	—	—
24	Iron and Steel	2,168	1,351
25	Iron Scrap	155	168
26	Machinery	65	107
27	Manganese Ore	362	297
28	Mica Waste and Powder	32	—
29	Molasses	24	12
30	Oilcakes	1,600	1,881
31	Oilseeds	200	172
32	Old Newspapers, Rags, etc.	96	*
33	Onion	42	—
34	Paraffin Wax	77	78
35	Piece Goods	97	—
36	Pig Iron	23	104
37	Railway Materials	271	*
38	Raw Cotton	739	838
39	Red Beans	41	—
40	Rice	1,757	1,791
41	Rice Bran	212	173
42	Rosin	19	17
43	Saga Flour	19	23
44	Salt	27	*
45	Slag	88	136
46	Soap and Soap-stone Powder	180	131
47	Starch Powder	35	32
48	Sugar	1,859	1,328
49	Tin Plates	105	56
50	Vegetable and Other Oils	318	448
51	Wheat	1,033	1,495
52	Wood Pulp	16	43
53	Wood and Timber	220	206
54	Miscellaneous	1,764	1,954
	Total	17,551	16,629

* Included in the total of Miscellaneous ; details not readily available.

(—) No traffic.

† Included in Wood Pulp.

APPENDIX G

Statement showing the number of Port Trust employees housed in Port Trust buildings as on 31st March, 1972.

Description	Number of employees				Number housed												Total percentage housed
					Free of Rent				On Payment of Rent				Total				
	As at (1.4.1971)	Additions during the year	Reductions during the year due to permanents, deaths, resignations, etc.	Total as at (31.3.1972)	As at (1.4.1971)	Additions during the year	Reductions during the year due to permanents, deaths, resignations, etc.	Total as at (31.3.1972)	As at (1.4.1971)	Additions during the year	Reductions during the year due to permanents, deaths, resignations, etc.	Total as at (31.3.1972)	As at (1.4.1971)	Additions during the year	Reductions during the year due to permanents, deaths, resignations, etc.	Total as at (31.3.1972)	
Scheduled Staff																	
1. Officers (i.e. whose maximum pay exceeds Rs. 400 p.m.)	429	15	17	447	35	3	4	32	345	34	13	366	174	18	19	398	42.80
2. Class III employees—																	
(a) Clerical—																	
(i) Whose maximum pay exceeds Rs. 475 p.m. but does not exceed Rs. 600 p.m.	291	8	9	290	—	—	—	—	54	3	4	53	54	3	4	53	18.34
(ii) Whose maximum pay exceeds Rs. 350 p.m. but does not exceed Rs. 475 p.m.	1,419	34	35	1,418	1	—	—	1	338	15	13	340	339	15	13	341	24.04
(iii) Whose maximum pay exceeds Rs. 250 p.m. but does not exceed Rs. 350 p.m.	1,018	41	38	1,021	—	—	—	—	14	3	1	16	14	3	1	16	1.56
(b) Cashiers—																	
(i) Whose maximum pay exceeds Rs. 475 p.m. but does not exceed Rs. 600 p.m.	241	17	8	250	18 (1.5*)	1	—	14 (1.5*)	17	13	4	24	34 (1.5*)	14	4	75 (1.5*)	29.76
(ii) Whose maximum pay exceeds Rs. 350 p.m. but does not exceed Rs. 475 p.m.	2,228	72	108	2,192	17 (.5*)	2	3	16 (.5*)	365	40	91	314	382 (1.0*)	42	97	330 (.5*)	15.05
(iii) Whose maximum pay exceeds Rs. 250 p.m. but does not exceed Rs. 350 p.m.	8,151	118	46	8,223	2 (.5*)	—	1	1 (.5*)	378	174	3	549	380 (1.0*)	174	4	550 (1.0*)	6.68
3. Class IV employees (i.e. whose pay is Rs. 100 or less p.m.)	866	46	18	894	3	—	—	3	91	34	1	124	100	34	1	133	14.87
Non-Scheduled Staff																	
4. Employees whose maximum pay exceeds Rs. 400 p.m.—																	
(a) Clerical—																	
(i) Whose maximum pay exceeds Rs. 475 p.m. but does not exceed Rs. 600 p.m.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
(ii) Whose maximum pay exceeds Rs. 350 p.m. but does not exceed Rs. 475 p.m.	31	—	19	12	—	—	—	—	—	—	—	—	—	—	—	—	—
(iii) Whose maximum pay exceeds Rs. 250 p.m. but does not exceed Rs. 350 p.m.	37	8	1	44	—	—	—	—	3	5	1	7	3	5	1	7	6.80
(b) Cashiers—																	
(i) Whose maximum pay exceeds Rs. 475 p.m. but does not exceed Rs. 600 p.m.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
(ii) Whose maximum pay exceeds Rs. 350 p.m. but does not exceed Rs. 475 p.m.	103	21	130	154	—	—	—	—	3	7	—	9	3	7	—	9	4.48
(iii) Whose maximum pay exceeds Rs. 250 p.m. but does not exceed Rs. 350 p.m.	5,048	9	1,847	3,210	168 (.5*)	33	6	215 (.5*)	414	5	214	215	646 (.5*)	38	214	554 (.5*)	26.22
(c) Artisans—																	
Whose maximum pay exceeds Rs. 180 p.m.	736	2,161	12	2,885	64 (.5*)	1	58 (.5*)	66	172	264	66	377	236 (.5*)	265	84 (.5*)	443	15.35
5. Employees whose maximum pay is Rs. 100 or less p.m.—																	
(a) Artisans, etc., (other than daily-rated departmental)	13,850	317	474	13,473	835 (.5*)	91	30 (.5*)	916 (.5*)	743	88	94	731	1,233 (.5*)	111	73 (.5*)	1,350 (.5*)	57.35
(b) Daily-rated Dock Workers—Categories "A" and "B"	5,453	—	393	5,060	—	—	—	—	807	304	11	400	807	304	11	400	6.46
Total	39,304	3,033	3,354	39,004	810 (.800*)	99	50 (.5*)	813 (.777*)	3,240	972	454	3,758	3,503 (.800*)	1,041	504 (.5*)	4,498 (.777*)	17.94

* = Secretary * = Time Quarters.

APPENDIX II

Statement showing details of Expenditure on Staff, classified according to different categories, during 1971-72—

Category of Staff	Average No. of Employees	Salaries or Wages	House Rent Allowance	Compensatory (City) Allowances	Dearness Allowance	Overtime Pay	Bonus Paid	Other Allowances	Overtime Allowance including Overtime under M.W.A.	Accountancy Allowance and Wages for working day of rest	Passage and Baggage (including Allowances)	Special Pay	Amount due to Employees but not Paid	Children's Educational Assistance Scheme	Ex-gratia Payment for the year 1971-72	Total
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
PART 'A'																
I. *Subsidised Staff*—																
1. Officers [i.e. whose emoluments exceed(ed) pay exceeds Rs. 600] —	Permanent	840	89,39,731	92,960	5,03,092	3,75,694	1,44,566	U.P. 98,253	8,60,266	2,77,326	...	...	86,130	5,41,335	1,438	8,40,764	79,34,438
	Temporary	108	10,40,194	12,288	12,144	94,927	42,128	895	85,096	30,489	...	...	15,442	90,274			
								U.P. 10,814								
2. Class III employees [i.e. whose emoluments pay exceeds Rs. 150 but does not exceed Rs. 600]—																
(i) Indoor	Permanent	9,749	73,04,993	8,89,800	7,79,475	90,95,044	...	243	39,535	19,55,699	...	...	15,998	...	...	96,455	1,41,37,850
	Temporary	1,013	10,86,730	1,25,856	1,09,648	8,80,985	...	1,240	334	3,15,970	...	...	2,214	...			
(ii) Outdoor	Permanent	6,488	5,40,29,510	51,75,000	51,98,148	59,82,126	...	430	1,11,852	40,83,114	...	81,107	35,600	...	1,03,308	11,38,310	3,36,44,899
	Temporary	611	7,49,808	1,28,400	71,973	8,18,419	...	913	393	4,81,339	...		810				
3. Class IV employees [i.e. whose emoluments normally pay is Rs. 150 or less] —	Permanent	1,201	11,39,340	1,78,854	1,10,224	5,28,102	...	95	3,824	5,98,116	...	...	5,800	...	80,240	1,75,109	39,92,600
	Temporary	339	2,39,981	39,337	12,854	88,538	...	18	883	84,139	...		300				
Total ...		9,809	8,91,13,910	93,16,896	89,87,919	5,42,06,130	1,89,694	U.P. 10,894 3,096	6,98,409	10,70,939	...	81,107	1,06,888	1,75,609*	4,20,103	30,38,439	1,75,49,814
II. *Non-subsidised Staff*—Other than those covered by the Pensions Scheme (vide Items I and 2 Above)—																
4. Class III employees [i.e. whose emoluments normally pay exceeds Rs. 150]—																
(i) Indoor	Permanent	10	17,280	3,600	6,000	68,000	...	...	10	19,980	...	...	...	...	1,043	14,000	2,30,107
	Temporary	2	2,880	1,200	600	2,160				307							
(ii) Partners, other than Ambassis	Permanent	1,388	16,36,320	5,39,328	1,48,000	21,80,000	...	...	37,208	24,24,274	...	...	3,377	...	36,000	8,80,878	84,21,977
	Temporary	251	2,95,920	77,568	4,200	10,32,117			555	34,200							
(iii) Assistants	Permanent	5,871	80,38,865	8,45,233	4,05,695	71,80,000	...	5	44,000	39,71,414	...	2,01,687	450	...	2,01,600	3,07,500	1,62,07,844
	Temporary	852	8,60,520	28,800	80,000	5,00,018		16	110	2,41,200							
5. Class IV employees [i.e. whose emoluments normally pay is Rs. 150 or less] —	Permanent	30,000	3,41,67,000	35,39,833	14,82,000	1,95,58,827	...	9,000	1,74,149	92,50,140	...	...	35,000	...	4,42,500	26,00,000	4,20,71,000
	Temporary	333	7,92,000	3,00,000	72,000	5,81,000		800	5,400	4,48,000			800				
Total ...		14,756	4,09,34,909	50,75,560	21,97,295	3,36,00,994	...	9,821	3,69,709	1,47,14,699	...	2,01,687	39,827	...	7,93,743	39,20,378	8,80,23,599
Total of Part 'A' ...		24,565	12,91,78,819	44,92,456	11,15,817	8,87,07,124	1,89,694	U.P. 10,894 3,096	10,68,118	2,58,05,638	...	2,73,794	2,26,383	1,79,393	11,93,846	71,58,816	10,68,13,414
PART 'B'																
III. *Non-subsidised Staff*, covered by the Pensions Scheme and Special Benefits, Awards and Gift and Wages Scheme—																
1. Class Clerks (Regulation 4 and 5 item 16 rules, and Clerks 3 and 5 item) —	Permanent	333	...	...	...	...	...	...	15,000	8,93,000	...	70,98,318	...	...	88,750	3,80,750	34,89,834
	Temporary	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Daily Rate Workers (other than 'A' and 'C' Category employees, with Items 3 and 5 below) —	Permanent	8,500	85,63,000	...	...	81,83,000	...	...	...	9,93,000	4,77,2[illegible]	92,74,[illegible]	...	...	5,00,700	13,00,000	2,81,47,200
	Temporary	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IV. Other employees covered by the Pensions Scheme—																
4. 'B' Category	Temporary	1,013	15,73,[illegible]	...	...	94,80,[illegible]	...	...	...	17,[illegible]	8,80,[illegible]**	15,[illegible]	...	...	...	3,92,754	35,75,347
5. 'C' Category	Temporary	1	1,[illegible]	...	...	...	...	...	...	...	...	...	...	...	...	1,200	1,400
Total of Part 'B' ...		9,847	85,63,000	...	...	96,63,000	...	...	15,000	8,93,000	13,80,000	1,86,91,000	...	...	5,89,450	16,92,954	3,92,74,981
V. Workers, Due to Retention of Pay-roles ...		...	...	...	...	...	...	...	...	...	...	...	...	8,80,134	...	...	8,80,188
Grand Total ...		34,412	13,77,41,819	44,92,456	11,15,817	9,83,71,124	1,89,694	U.P. 10,894 3,096	10,83,118	2,66,98,638	13,80,000	4,60,85,794	2,26,383	11,53,978	17,83,296	87,51,770	14,60,89,583

(Notes)—

* Includes arrears for Post-Harbor officers.

† Wages inclusive of allowances paid for work commenced with lowboy and railroading of barge loss and boat breaks incidental work).

‡ Overtime allowances paid at Port Trust and Dockyards Wages Act rates. Extra wages earned at Piece-rate during breakdown and payment at rates given in the statement shown under "Piece-rate earnings".

†† Out of this amount only Rs. 4,547 pertain to Subsidised Staff.

@ These amounts include extra wages earned at Piece-rate during breakdown and payment at rates given.

** Out of this amount only Rs. 43,287 pertain to Subsidised Staff.

U.P.—Indicates Vacancies.

APPENDIX I

Statement showing the number of passengers arrived and departed, exclusive of passengers carried by Harbour Ferries and Sailing Vessels, during 1971-72, as compared with the previous year:—

Routes	1971-72						1970-71					
	Inward			Outward			Inward			Outward		
	Saloon	Deck	Total	Saloon	Deck	Total	Saloon	Deck	Total	Saloon	Deck	Total
Overseas.												
Europe (U.K. Ports, Genoa, Marseilles and Other Ports)	1,875	224	2,099	1,322	..	1,322	2,556	..	2,556	1,743	..	1,743
	11	..	*11*	*2*	..	*2*	*13*	..	*13*	*7*	..	*7*
Red Sea Ports (Aden, Djibouti, Assab, Massawa, Port Sudan—excluding Jeddah)	31	14	45	8	..	8	50	702	752	38	927	965
	19	*880*	*899*	*6*	*250*	*256*	*133*	*537*	*690*	*17*	*78*	*95*
Jeddah (Pilgrims)	*765*	*15,897*	*16,662*	*579*	*13,972*	*14,551*	*659*	*14,274*	*14,933*	*578*	*10,681*	*11,259*
	..	..	..	316	..	316	10	..	10	28	..	28
Karachi	..	..	..	..	..	..	..	..	..	..	..	..
Colombo	2	..	2	14	..	14	3	..	3	6	2	8
	..	..	..	..	..	..	*3*	..	*3*	*3*	..	*3*
Australia (Brisbane, Sydney, Melbourne)	23	..	23	6	..	6	35	..	35	40	..	40
	..	..	..	..	..	..	..	..	..	..	..	..
Far East (including Singapore, Bangkok, Hong Kong and Japan)	69	..	69	5	..	5	9	..	9	99	207	306
	6	..	*6*	*6*	..	*6*	*8*	..	*8*	*1*	..	*1*
Africa, East (Mombasa, Zanzibar, Dar-es-Salaam, Mozambique, Beira and Lourenco Marques)	635	2,333	2,968	568	2,270	2,838	2,802	4,279	7,081	1,504	3,401	4,905
	742	*3,716*	*4,458*	*843*	*3,547*	*4,390*	*734*	*3,795*	*4,529*	*614*	*1,386*	*1,909*
Africa, South (Durban, Grahamston, Port Elizabeth, Cape Town and Mossel Bay)	1,938	2,588	4,526	961	2,960	3,921	1,866	1,691	3,557	934	2,215	3,149
	53	*485*	*573*	..	..	..	..	..	..	..	..	..
Persian Gulf Ports (Khoramshahr, Mina-al-Ahmadi, Abadan, Ras Tanura, Bahrein, Dubai, Doha, Bandar, Mashurs and Basrah	859	13,752	14,611	1,493	23,978	25,471	1,563	17,783	19,346	1,412	25,785	27,197
	47	*838*	*885*	..	..	..	*8*	..	*8*	*3*	*3*	*6*
America (San Francisco, New York, Vancouver, Boston, Montreal and Houston)	419	..	419	10	..	10	356	..	356	58	2	60
	61	..	*61*	*3*	..	*3*	*31*	..	*31*	*2*	..	*2*
Other Ports	*3*	..	*3*	..	..	..	..	..	..	..	..	..
Total	5,851	18,911	24,762	4,703	29,208	33,911	9,250	24,455	33,705	5,862	32,539	38,401
	1,742	*21,816*	*23,558*	*1,444*	*17,769*	*19,213*	*1,594*	*18,026*	*20,220*	*1,125*	*12,148*	*13,273*
Coasting.												
Konkan Coast (Janjira, Shriwardhan, Harnai, Dabhol, Jaigad, Ratnagiri, Vijaydurg, Malvan and Panjim)	5,993	190,865	196,858	6,321	219,271	225,592	6,072	224,710	230,782	6,500	242,185	248,685
	90	303	393	5	7	12	38	5	43	10	3	13
West Coast (Karwar, Mangalore, Calicut, Cochin and Tuticorin)	..	..	..	*1*	..	*1*	*4*	..	*4*	..	..	..
	36	7	43	16	..	16	27	4	31	19	5	24
Cutch Ports (Saurashtra, Cutch Ports and Others)	8	..	8	20	2	22	18	..	18	24	11	35
East Coast of India (Calcutta, Madras)	*1*	..	*1*	*5*	..	*5*	..	..	..	..	..	..
	..	..	..	..	..	..	..	..	..	..	..	..
Other Ports	..	..	..	..	..	..	..	..	..	..	..	..
Total	6,127	191,175	197,302	6,362	219,280	225,642	6,155	224,719	230,874	6,553	242,204	248,757
	1	..	*1*	*6*	..	*6*	*4*	..	*4*	..	..	..

Notes:—Figures in *Italics* represent the number of passengers carried by Indian ships to and from foreign ports.
Figures in bold represent the number of passengers carried by foreign ships to coastal ports.

APPENDIX 'J'

Statement showing Cargo handled at the Docks and Bunders during the past six years.

(In Metric Deadweight Tonnes.)

Year.	Imports.					Exports.					Imports and Exports.		
	Docks.			Bunders.	Total.	Docks.			Bunders.	Total.	Docks.	Bunders.	Grand Total.
	Shore.	Overside.	Total.			Shore.	Overside.	Total.					
1966-67 ..	6,379,062	27,373	6,406,435	6,820,558	13,226,993	1,852,849	10,086	1,862,935	3,176,034	5,038,969	8,269,370	9,996,592	18,265,962
1967-68 ..	5,959,941	29,894	5,989,835	6,454,062	12,443,897	1,885,867	9,034	1,894,901	2,626,387	4,521,288	7,884,736	9,080,449	16,965,185
1968-69 ..	4,534,351	28,640	4,562,991	7,532,930	12,095,921	1,950,102	9,179	1,959,281	2,349,676	4,308,957	6,522,272	9,882,606	16,404,878
1969-70 ..	4,232,530	35,261	4,267,791	7,165,814	11,433,605	1,866,002	6,120	1,872,122	1,729,414	3,601,536	6,139,913	8,895,228	15,035,141
1970-71 ..	3,542,907	20,592	3,563,499	7,294,993	10,858,492	2,015,611	3,386	2,018,997	1,526,537	3,545,534	5,582,496	8,821,530	14,404,026
1971-72 ..	4,187,964	14,994	4,202,958	8,222,602	12,425,560	1,747,743	2,937	1,750,680	1,956,274	3,706,954	5,953,638	10,178,876	16,132,514

APPENDIX K

Statement showing tonnage (in Metric Tonnes discharged or shipped) handled from the Ocean and Steamers by various Shipping Agents and their Crews during 2015-16, based on audited returns.

Agents.	Cases.	Arrears						Accruals						Total Receipts	Grand Total	Page No.
		Foreign		Exchange		Coastal		Total	Foreign				Total			
		Rupees	Annas	Rupees	Annas	Rupees	Annas		Rupees	Annas	Rupees	Annas				
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Ref. No.	Agents	Lines	Inwards												Outwards																	
			Ports						Discharges						Ports								Embarkations									
			Foreign		Adjacent		Coastal		Foreign		Adjacent		Coastal		Foreign		Adjacent		Coastal				Foreign		Adjacent		Coastal					
			Steam	Steamship	Steam	Steamship	Steam	Steamship	Steam						Steam	Steamship	Steam	Steamship	Steam	Steamship			Steam									
1	Hansen	Owners	14,000	371	900	1	297	—	17,000	900	—	—	900	18,000	40,000	—	50	—	—	—	40,000		—	—	—	—						
2	Hollender Sweden & Co.	Hollender Sweden & Co.	300	—	—	—	—	—	300	—	—	—	—	300	—	—	—	—	—	—	—		—	—	—	—						
3	Kamble Steam Navigation Co., Ltd.	Kamble Steam Navigation Co., Ltd.	60,000	1,500	—	—	30,000	—	90,000	1,500	—	—	2,400	93,900	47,000	—	50	—	2,000	—	49,050		—	—	—	—	2,400	2,400				
		Kamble Steam Navigation Co., Ltd.	—	—	—	—	17,000	—	17,000	—	—	—	—	17,000	—	—	—	—	—	—	—		—	—	—	—	—	—				
		Total for Agent No. 3	60,000	1,500	—	—	47,000	—	107,000	1,500	—	—	2,400	110,900	47,000	—	50	—	2,000	—	49,050		—	—	—	—	2,400	2,400				
4	Mann Brothers & Co., Ltd.	Palmer Line	300,000	300	4	—	—	—	301,000	6,000	—	—	6,000	313,000	90,000	—	—	—	1,000	—	91,000		—	—	—	—	—	—				
		Clarendon	6,000	—	—	—	—	—	6,000	—	—	—	—	6,000	—	—	—	—	—	—	—		—	—	—	—	—	—				
		Shipowners' Shipping Co.	6,000	—	—	—	—	—	6,000	—	—	—	—	6,000	—	—	—	—	—	—	—		—	—	—	—	—	—				
		Ellerman Line	6,000	—	—	—	—	—	6,000	6,000	—	—	—	12,000	—	—	—	—	—	—	—		—	—	—	—	—	—				
		Total for Agent No. 4	318,000	300	4	—	—	—	319,000	12,000	—	—	6,000	337,000	90,000	—	—	—	1,000	—	91,000		—	—	—	—	—	—				
5	Shipping Corporation of India Ltd.	Shipping Corporation of India Ltd.	180,000	1,200	50	—	15,000	—	196,250	3,000	—	30,000	12,000	241,250	80,000	—	40,000	—	11,000	—	131,000		—	—	20	15,000	20	15,000				
		Ranken Shipping Co.	90,000	600	—	—	—	—	90,600	600	—	—	—	91,200	—	—	—	—	—	—	—		—	—	—	—	—	—				
		Total for Agent No. 5	270,000	1,800	50	—	15,000	—	286,850	3,600	—	30,000	12,000	332,450	80,000	—	40,000	—	11,000	—	131,000		—	—	20	15,000	20	15,000				
6	South East Asia Shipping Co. Pte. Ltd.	South East Asia Shipping Co. Pte. Ltd.	30,000	—	—	—	6,000	—	36,000	6,000	—	—	6,000	48,000	3,000	—	—	—	15,000	—	18,000		1,000	—	—	20,000	20,000	—				
		Trans-Oceanic Express Inc.	30,000	—	—	—	—	—	30,000	6,000,000	—	—	6,000,000	12,060,000	—	—	—	—	—	—	—		—	—	—	—	—	—				
		Lykes Bros.	3,000	—	—	—	—	—	3,000	—	—	—	—	3,000	1,000	—	—	—	—	—	1,000		—	—	—	—	—	—				
		Waterman	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	500	—	500		—	—	—	—	—	—				
		Total for Agent No. 6	63,000	—	—	—	6,000	—	69,000	6,000,000	—	—	6,000,000	12,111,000	4,000	—	—	—	15,500	—	19,500		1,000	—	—	20,000	20,000	—				
7	United East Agencies of India Pvt. Ltd.	East Asiatic Co.	60,000	300	—	—	—	—	60,300	12,000	—	—	30,000	102,300	12,000	—	500	—	50	—	12,550		500	—	—	—	500	—				
		Compagnie Nouvelle des Nos. Cmb.	30,000	—	—	—	—	—	30,000	12,000	—	—	30,000	72,000	1,000	—	500	—	—	—	1,500		—	—	—	—	—	—				
		Scindia Steam Nav. Co. Ltd.	30,000	—	—	—	—	—	30,000	12,000	—	—	30,000	72,000	1,000	—	500	—	—	—	1,500		—	—	—	—	—	—				
		Total for Agent No. 7	90,000	300	—	—	—	—	90,300	36,000	—	—	90,000	246,300	14,000	—	1,500	—	50	—	15,550		500	—	—	—	500	—				
8	Volkart Bros. Pvt. Ltd.	Holland-America Line	60,000	300	—	—	—	—	60,300	12,000	—	—	30,000	102,300	12,000	—	500	—	50	—	12,550		500	—	—	—	500	—				
		Java-China-Japan Line	30,000	300	—	—	—	—	30,300	12,000	—	—	30,000	72,300	1,000	—	500	—	—	—	1,500		—	—	—	—	—	—				
		Royal Mail	30,000	—	—	—	—	—	30,000	12,000	—	—	30,000	72,000	1,000	—	500	—	—	—	1,500		—	—	—	—	—	—				
		Total for Agent No. 8	120,000	600	—	—	—	—	120,600	36,000	—	—	90,000	246,600	14,000	—	1,500	—	50	—	15,550		500	—	—	—	500	—				
9	Wright Heaton & Co.	Prince Line Ltd.	6,000	—	—	—	—	—	6,000	—	—	—	—	6,000	—	—	—	—	—	—	—		—	—	—	—	—	—				
10	C. B. Rava	Owners	120,000	60	—	—	6,000	—	126,060	—	—	—	—	126,060	80,000	—	2,000	—	1,000	—	83,000		—	—	—	—	—	—				
11	Clarendon Shipping Co.	Owners	—	—	—	—	30	—	30,000	12,000	—	—	12,000	54,000	47,000	200	500	—	50	—	47,750		500	—	—	500	500	—				
12	Rasmussen Shipping Co.	Owners	—	—	—	—	—	—	—	—	—	—	—	—	3,000	—	—	—	1,000	—	4,000		—	—	—	—	—	—				
13	South Seas Corporation	Owners	12,000	120	—	—	6,000	—	18,000	—	—	—	—	18,000	10,000	—	—	—	500	—	10,500		—	—	—	—	—	—				
14	Miscellaneous	Owners	60,000	—	200	—	60	—	60,260	60,000	—	60,000	60,000	240,260	6,000	—	—	—	50	—	6,050		1,000	—	120,000	120,000	241,000	—				
		Miscellaneous	240,000	—	800	—	60,000	—	300,800	24,000	—	—	12,000	336,800	10,000	—	—	—	5,000	—	15,000		—	—	2,000	80,000	82,000	—				
15	Railway Freight	Railway Freight	—	—	—	—	—	—	—	180,000	—	600,000	600,000	780,000	—	—	—	—	—	—	—		10,000	—	250,000	500,000	760,000	—				
		Grand Total	3,000,000	60,000	10,000	10	750,000	—	3,820,000	7,000,000	10	750,000	3,000,000	14,570,000	1,000,000	200	80,000	—	100,000	50	1,180,000		30,000	50	2,000,000	2,000,000	4,030,000	20,000				

Statement showing tonnage in Metric Tonnes discharged at and loaded from the Docks and Basins by vessels of different Flags, during 1971-72, based on audited returns

No.	Nationality	DISCHARGE												LOADING													
		Inwards.							Outwards					Inwards.							Outwards						
		Foreign.		Adjacent.		Coastal.		Total.	Foreign.	Adjacent.	Coastal.	Total.	Total Imports.	Foreign.		Adjacent.		Coastal.		Total.	Foreign.	Adjacent.	Coastal.	Total.	Total Exports.	Grand Total.	No.
		Mass.	Containers.	Mass.	Containers.	Mass.	Containers.							Mass.	Containers.	Mass.	Containers.	Mass.	Containers.								
1	Belgian																										1
2	British	874,000	30,000	600		52,000			1,270,000			1,300,000	1,352,000												2,440,000		2
3	Chinese (Taiwan)							890,000	2,400,000		8	3,307,000	3,892,000	300,000		760,000		400		1,060,000	80,000	30	300,000	380,000	972,000	4,860,000	3
4	Czechoslovakian								70,000			70,000	70,000													70,000	4
5	Danish	5,000						5,000					5,000	4,000						4,000					4,000	9,000	5
6	Dutch	40,000	600					40,000	190,000			190,000	230,000	25,000		800		50		25,800	500			500	25,800	255,800	6
7	French	30,000	1,000	200	50	800		31,000	500,000			500,000	530,000	25,000		1,000		200		27,000			150,000	150,000	177,000	707,000	7
8	German								80,000			80,000	80,000													80,000	8
9	Greek	300,000	1,200	400				300,000	470,000			470,000	770,000	40,000		1,000		1,000		42,000					42,000	1,040,000	9
10	Italian	5,000						5,000	70,000		3,000	81,000	86,000	5,000				800		5,800	800		30,000	30,800	36,600	122,600	10
11	Liberian	1,400,000	14,000	600		160,000		1,560,000	385,000		141,000	485,000	2,045,000	180,000	100	15,000		145,000	100	335,000	300		170,000	170,000	505,000	2,550,000	11
12	Maltese													300						300					300	300	12
13	Norwegian	80,000	800					80,000	90,000			190,000	270,000	14,000		700		500		15,200			30,000	30,000	45,200	315,200	13
14	Oriental	870,000	1,000	50				870,000	180,000			180,000	1,050,000	110,000		800		20		130,000			30,000	30,000	160,000	1,210,000	14
15	Portuguese								1,000,000			1,000,000	1,000,000	2,000				500		2,500	500		100,000	100,000	102,500	1,102,500	15
16	Rumanian	500	4	4				500	170,000			170,000	170,000	30,000		400		100		30,500	100		4,000	4,000	34,500	204,500	16
17	Russian	80,000	1,200			2,000		82,000	200,000			200,000	282,000	40,000						40,000	300		300,000	300,000	340,000	680,000	17
18	Polish	120,000	4,000	50				120,000	500,000			500,000	620,000	35,000						35,000					35,000	655,000	18
19	Yugoslav (F.R.P.Y.)	35,000	300					35,000	3,000			3,000	38,000	35,000		400				35,400					35,400	70,400	19
20	Swedish	35,000	50					35,000	40			40	35,040	195,000		700		600		195,500					195,500	230,540	20
21	U.S.A.	147						147	80,000			80,000	80,147	60						60			17,000	17,000	17,060	97,207	21
22	Yugoslav	850,000	1,000	1				850,000	12,000			12,000	862,000	30,000		600		2,000		32,600					32,600	894,600	22
23	All other flags	370,000	500	150	4	600		370,700	1,000			1,000	371,700	350,000		5,000		4		355,000					355,000	710,000	23
24	Sailing Vessels	370,000	1	500		15,000		385,000	160,000			160,000	545,000	6,000		50		1,500		47,500					47,500	592,500	24
	General Totals	8,000,747	60,654	2,500	54	830,000		8,890,000	7,800,000	54	150,000	8,201,000	16,854,000	1,450,300	100	30,300		350,000	150	1,870,700	95,400	30	1,007,000	1,000,000	2,700,000	19,554,000	

APPENDIX L

Statement showing some of the important Capital and Revenue works for which individual amounts exceeding Rs. 5,00,000/- and Rs. 2,00,000/- respectively were provided in the Revised Estimates, 1971-72, and on which expenditure was incurred during the year 1971-72.

Serial No.	Description.	Provision in the Budget Estimates, 1971-72.	Provision in the Revised Estimates, 1971-72.	Expenditure in 1971-72.	Provision unspent.	Remarks.
1	2	3	4	5	6	7
	CAPITAL ACCOUNT.	Rs.	Rs.	Rs.	Rs.	
	III—Buildings, Sheds, Other Structures.					
	(b) *Warehouses.*					
1	Reconstructing Warehouse No. 5, Prince's Dock.	25,000	5,50,000	1,28,200	4,21,800	Late receipt of the sanction from Government.
2	Construction of a Warehouse at Frere Basin.	14,00,000	14,00,000	14,62,200	....	....
	(c) *Quarters.*					
3	Constructing quarters for Class III-C employees at Terminal Site I-B, Wadala (440 units).	10,00,000	8,00,000	7,91,200	8,800	Work completed. Accounts to be finalised.
4	Constructing quarters for Class IV employees at Santa Cruz estate, Wadi Bunder (384 units).	15,00,000	14,30,000	16,39,000	....	....
5	Constructing quarters for Class III-B employees at Reynolds Road, Wadala (180 units) stage I.	15,00,000	12,84,000	16,27,600	....	....
	(d) *Other structures.*					
6	Construction of a dispensary at Old Antop Village, Wadala, including quarters for Medical Officers.	4,27,100	6,60,000	3,30,400	2,69,600	Slower progress than anticipated.
	V—Floating Craft.					
	Floating Craft.					
7	Purchase of 1 No. Drag 'Suction Dredger' Vishal in replacement of S.D. Spothill and S.D. Widgeon.	10,00,000	12,80,000	6,18,600	6,61,400	Expected payment to the contractors could not be made pending receipt of some clarification from them.
8	Purchase of 1 No. Pontoon Grab Dredger Units in replacement of G.D. "Priestman."					
	(i) 1 No. diesel propelled tug for towing Barges and Dredgers.	1,05,000	5,57,300	1,50,000	4,07,300	Slower progress of construction than anticipated.
9	Purchase of one additional Grab Dredger Unit—					
	(ii) 2 Nos. Dumb Hopper Barges ..	1,04,000	9,12,200	6,900	9,05,300	No stage payments have been made to the Calcutta Shipyard for the work done as they have not complied with certain conditions of contract and delayed the delivery of the Barges.
	XII—Miscellaneous Schemes.					
10	Dock Expansion Scheme—1962 ..	2,17,33,000	89,37,300	47,83,300	41,54,000	(1) The work was delayed due to investigations required to be made for deciding the number and capacities of the electric wharf cranes, to be procured under the contract awarded to M/s. Jessop & Co. Ltd. and shortage of steel. (2) Delay in commencing the construction of a transit shed due to shortage of steel material.
	Carried forward ..	2,87,94,100	1,77,50,800	1,15,37,400	68,28,200	

APPENDIX L—(*Concld.*)

Serial No.	Description.	Provision in the Budget Estimates, 1971-72.	Provision in the Revised Estimates, 1971-72.	Expenditure in 1971-72.	Provision unspent.	Remarks.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	
	Brought forward ..	2,87,94,100	4,77,50,800	1,15,37,400	68,28,200	
	XII—Miscellaneous Schemes.—(*concld.*)					
11	Ballard Pier Extension and the Passenger-cum-Cargo Terminal Building and Other Services.	1,14,78,000	1,08,74,500	88,09,200	20,65,200	The progress of the work was retarded due to (i) certain changes necessitated in the scope of work in respect of the new Passenger Terminal Building and (ii) the time required for finalisation of the variation orders and award of sub-contracts under the Main Contract.
12	Development of Port facilities on the eastern side of the harbour Nhava-Sheva— First stage (Three births).	1,00,00,000	15,00,000	93,700	14,06,300	The Government's sanction to the land acquisition proposal has not yet been received.
13	Construction of a Fish Harbour at Sassoon Dock.	50,00,000	28,61,000	23,27,100	5,33,900	Due to delay in commencement of work of providing storm water drain and slow progress of reclamation work.
	PROGRAMME OF NEW MINOR WORKS IN PROGRESS.					
	Chief Mechanical Engineer's Department—General.					
14	Replacing the Sprinkler Head of the godowns at Cotton and Grain Depots.	1,00,000	2,03,000	1,10,300	92,700	Slow progress of work on account of non-availability of imported raw material.
	RENEWALS AND REPLACEMENTS (SPECIAL REPAIRS AND MAINTENANCE) WORKS CHARGEABLE TO REVENUE ACCOUNT AS REPAIRS AND MAINTENANCE.					
	Cargo Handling and Storage.					
15	Repaving the wharves at Berth Nos. 7 to 12, Indira Dock, with asphaltic concrete.	3,73,400	3,00,000	1,48,500	....	Work completed. Accounts to be finalised.
	Port and Dock Facilities for Shipping (including Pilotage).					
16	Reconstruction of the damaged pipe gantry from Bents Nos. 33 to 42 and repairs to Jetty and Dolphin No. 2 of Berth No. 1 at Butcher Island.	1,34,400	3,58,300	1,48,700	2,09,600	Less work than anticipated. Accounts to be finalised.
	Railway Workings.					
17	Renewals and replacements of Permanent Way (Renewals of Rails and Sleepers).	9,65,000	7,00,000	4,21,700	2,78,300	The work could not be progressed as scheduled due to acute shortage of the fish bolts and nuts and programme of elimination of railway tracks inside and outside the Docks.
18	Manufacture of 4,000 R.C.C. block sleepers for use as replacement in the B.P.T. Railway sidings and yards.	2,47,700	2,60,000	79,400	1,80,600	Since the casting yard has been occupied by the Bunder Section, G.W.S.D., for their temporary office the work could not be started.
	Total ..	5,70,92,600	3,48,07,600	2,36,76,100	1,15,94,800	

APPENDIX M

Statement showing the number and tonnages of vessels, which entered the Port during 1971-72 as compared with the previous year:—

Class of Vessels.	1971-72.			1970-71.		
	No.	Tonnage.		No.	Tonnage.	
		Gross.	Net.		Gross.	Net.
(a) Steamships other than Tankers—						
Foreign						
Above 3,500 G.R.T.	1,089	9,058,240	5,241,887	1,008	8,494,844	4,871,126
3,500 G.R.T. and less	218	409,889	211,292	277	454,581	228,128
Coastal						
Above 3,500 G.R.T.	87	630,321	355,014	95	798,990	472,636
3,500 G.R.T. and less	694	1,196,781	639,678	737	1,270,373	638,368
(b) Tankers	400	7,139,629	4,277,982	323	5,975,734	3,567,802
(c) Colliers	5	33,064	19,268	..	..	..
	2,493‡	18,467,924‡	10,745,121	2,440	16,994,722	9,778,060
(d) Sailing Vessels—						
(i) Foreign	832	..	57,897	987	..	45,284
(ii) Coastal	19,166	..	502,044	28,621	..	659,957
Total	22,491	18,467,924	11,305,062	32,048	16,994,722	10,483,301

‡ The above vessels were of the following Flags:

Flags.	*No.*	*Gross Tonnage.*
American	86	782,667
Belgian	3	94,626
British	272	3,089,250
Bulgarian	9	124,037
Cyprus	17	140,376
Czechoslovak	5	48,251
Danish	32	242,350
Dubai	4	11,646
Dutch	66	750,741
Ethiopian	1	2,051
French	5	187,790
G.D.R.	14	117,983
German	73	1,211,179
Greek	83	772,974
Hungarian	3	11,254
Indian	1,119	4,792,461
Indonesian	1	8,765
Iranian	4	2,211
Italian	26	261,312
Japanese	72	512,471
Korean	1	4,748
Kuwait	17	23,491
Liberian	132	1,821,667
Malaysian	1	4,568
Maldivian	53	112,707
Mauritian	1	8,773
Monrovia	1	31,387
Norwegian	62	642,610
Panamanian	94	828,349
Polish	28	205,077
Republic of China	9	87,889
Russian	92	813,944
Singapore	15	91,721
Somalie	13	68,605
Swedish	17	146,008
Taiwan	5	63,272
Yugoslav	58	349,813
Total	2,493	18,467,924

APPENDIX 'N'

Statement showing the number of vessels (exclusive of Ferry Steamers), which entered the Docks or went alongside Harbour Walls or Pir Pau Oil Pier or Butcher Island Berths, during 1971-72, as compared with the previous year:—

Docks.	1970-71			1971-72		
	No.	Tonnage.		No.	Tonnage.	
		Gross.	Net.		Gross.	Net.
Prince's Dock	313	841,714	461,123	310	942,624	524,352
Victoria Dock	473	1,222,222	646,733	491	1,432,831	770,668
Indira Dock	857	7,247,533	4,229,751	832	7,161,189	4,047,165
Prince's Dock Harbour Wall ('K,' 'L', 'M' Berths)	....	....	....	....	....	....
Victoria Dock Harbour Wall (No. 15 Berth)	3	3,737	1,649	2	11,611	6,339
Indira Dock Harbour Wall (Nos. 18, 19, 20, 21, 22 and 23 including Tank Steamers) ..	235	1,779,307	1,018,104	246	1,916,985	1,107,027
Ballard Pier	203	1,828,407	1,034,515	235	2,063,338	1,180,694
Butcher Island berths, Nos. 1, 2 and 3	272	5,302,658	3,158,125	346	6,410,366	3,825,128
Pir Pau Oil Pier	22	223,112	130,793	32	328,390	202,113
Total ..	2,378	18,448,690	10,680,793	2,494	20,267,334	11,663,486

Note:—Many of these vessels have entered a Dock or berthed alongside a Harbour Wall more than once during their stay in Port.

APPENDIX O

STATEMENT OF RECEIPTS AND EXPENDITURE FOR FINANCING OF THE DIFFERENT CHANNEL WORKS, ETC., DURING 2012-13

	Budget Estimate	Revised Estimate	Actuals	Budget Estimate	Revised Estimate	Actuals	Budget Estimate	Revised Estimate	Actuals	Budget Estimate	Revised Estimate	Actuals	Budget Estimate	Revised Estimate	Actuals	Budget Estimate	Revised Estimate	Actuals	Budget Estimate	Revised Estimate	Actuals	Budget Estimate	Revised Estimate	Actuals	Budget Estimate	Revised Estimate	Actuals	Budget Estimate	Revised Estimate	Actuals	Budget Estimate	Revised Estimate	Actuals	Budget Estimate	Revised Estimate	Actuals	Budget Estimate	Revised Estimate	Actuals	Budget Estimate	Revised Estimate	Actuals
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total																																									

Note :-

APPENDIX O

APPENDIX F

Statistical abstract relating to long term statistics on distress trade of imports handled by Commissioners Steam Collector during the year ended [illegible]

IMPORT

Description	1967-68				1968-69				1969-70				1970-71				1971-72			
	Previous Quantity	Previous Quantity	Difference	Percentage of Difference	Previous Quantity	Previous Quantity	Difference	Percentage of Difference	Previous Quantity	Previous Quantity	Difference	Percentage of Difference	Previous Quantity	Previous Quantity	Difference	Percentage of Difference	Previous Quantity	Previous Quantity	Difference	Percentage of Difference
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

EXPORT

Description	1967-68				1968-69				1969-70				1970-71				1971-72			
	Previous Quantity	Previous Quantity	Difference	Percentage of Difference	Previous Quantity	Previous Quantity	Difference	Percentage of Difference	Previous Quantity	Previous Quantity	Difference	Percentage of Difference	Previous Quantity	Previous Quantity	Difference	Percentage of Difference	Previous Quantity	Previous Quantity	Difference	Percentage of Difference
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Grand Total (Import and Export Combined)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

APPENDIX 'Q'

Statement showing utilisation of Coles Cranes, Tractors, Fork Lifts, Trucks and Wharf Cranes during the year 1971-72

(*a*) COLES CRANES, TRACTORS, FORK LIFTS AND TRUCKS

	Total No. of units	Average daily (all shifts)			Reasons for the non-supply		
		Quota	No. supplied	Cancelled	Driver's absence	Departmental use, breakdown, etc.	Total
Coles Cranes	48	61	53	1	4	4	8
Tractors	58	80	66	2	7	7	14
Fork Lifts	41	40	31	1	7	2	9
Trucks	24	15	11	..	3	1	4

(*b*) WHARF CRANES

	Total No. of Units	Average daily (all shifts)	
		Quota	Supply
Electric cranes	90	111	107
Hydraulic cranes	94	65	65

Bombay Port Trust

ANNUAL ACCOUNTS

1971-72

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BOMBAY PORT TRUST

BALANCE SHEET AS

As at 31st March 1971			
Rs.		Rs.	Rs.
	CAPITAL RESERVES (Schedule 1)		
42,50,17,376	Capital Reserve	43,28,53,858	
12,31,01,570	Capital Asset Replacement Reserve	12,86,25,097	
			56,14,78,955
	REVENUE RESERVES (Schedule 1)		
30,17,39,363	General Reserve Fund	34,44,45,021	
26,69,344	Fire and Motor Insurance Fund	26,42,362	
16,42,043	Pilotage Reserve Fund	28,48,917	
12,117	War Memorial Fund	12,477	
1,83,761	Employees' Welfare Fund	1,56,081	
			35,01,04,858
2,04,96,031	RESERVE FOR REPAYMENT OF LOANS FROM GOVERNMENT (Schedule 1)		1,79,83,373
87,48,66,605	TOTAL RESERVES AND SURPLUS		92,95,67,186
	DEPRECIATION OF CAPITAL ASSETS		
19,73,04,168	Provision for Depreciation	21,79,59,192	
5,01,36,152	General Sinking Fund (Schedule 2)	4,19,36,152	
			25,98,95,344
	CAPITAL DEBTS (Schedule 3)		
5,93,93,961	Loans from Government	5,39,57,279	
4,39,83,000	Debenture loans from the public	3,57,83,000	
			8,97,40,279
1,22,56,83,886	Carried forward ..		1,27,92,02,809

AT 31st MARCH 1972

As at 31st March 1971				
Rs.		Rs.	Rs.	Rs.
80,31,38,814	CAPITAL ASSETS—at original cost (Schedule 4)			82,48,45,619
	INVESTMENTS—at cost	*Face Value*		
13,72,34,895	General Reserve Fund	15,76,61,100	15,67,06,298	
25,80,107	Fire and Motor Insurance Fund ..	25,90,000	25,80,107	
8,99,930	Pilotage Reserve Fund	16,29,200	15,99,930	
9,000	War Memorial Fund	9,000	9,000	
87,58,631	Unallocated Investments	86,89,000	86,54,851	
		17,05,78,300	16,95,50,186	
4,91,35,094	General Sinking Fund	3,90,12,400	3,88,02,934	
94,36,141	Pension Fund	93,22,500	91,74,979	
14,03,53,558	Provident Funds	16,18,97,604	15,84,64,262	
		17,12,20,104	16,76,39,241	
	TOTAL INVESTMENTS* (Schedule 5) ..	38,08,10,804		37,59,92,361

Quoted Investments as at 31st March 1972

- Face Value (Schedule 5) .. Rs. 16,85,59,604
- Cost (Schedule 5) .. .. Rs. 16,53,81,393
- Market Value .. .. Rs. 15,36,80,780

* Include securities maturing within one year of the date of the Balance Sheet:

As at 31st March 1971 Rs. 3,43,45,687.
As at 31st March 1972 Rs. 4,04,98,277.

1,15,15,46,170	Carried forward ..		1,20,08,37,980

BOMBAY PORT TRUST

BALANCE SHEET AS

As at 31st March 1971				
Rs.			Rs.	Rs.
1,22,56,83,886	Brought forward ..			1,27,92,02,809
	PENSION AND PROVIDENT FUNDS			
94,48,791	Pension Fund		1,17,14,254	
14,08,81,989	Provident Funds		15,89,15,818	
				17,06,30,072
	CURRENT LIABILITIES			
1,84,86,070	Salaries and Wages payable		2,94,61,714	
62,32,652	Creditors for stores		39,38,724	
1,13,43,522	Accrued Expenses		1,16,66,810	
8,02,000	Unclaimed balances of matured debenture loans ..		10,50,000	
	Unadjusted sale proceeds of—			
1,73,62,342	Unclaimed goods		1,83,97,588	
15,32,557	Surplus materials		18,57,827	
24,79,830	Miscellaneous Creditors and credit balances		40,64,157	
	Deposits from Merchants, Contractors and others			
		Rs.		
3,30,19,821	Cash	3,65,98,539		
27,81,595	Securities (Face Value)	29,74,585		
		3,95,73,124		
(27,81,595)	*Less :* Securities at Face Value held against deposits from merchants, contractors and others	29,74,585	3,65,98,539	
				10,70,35,359
1,46,72,73,460				1,55,68,68,240

AT 31st MARCH 1972—*(Concld.)*

As at 31st March 1971					
Rs.				Rs.	Rs.
1,15,15,46,170		Brought forward ..			1,20,08,37,980
	CURRENT ASSETS				
2,85,19,626	Stores and Materials			2,69,55,641	
			Rs.		
2,34,02,862	Sundry Debtors		2,46,73,672		
	Less : Provision for doubtful debts —				
		Rs.			
	Balance as at 31st March 1971 ..	53,26,588			
	Deduct : Bad debts written off during the year	46,447			
(53,26,588)	Balance as at 31st March 1972		52,80,141		
				1,93,93,531	
8,08,010	Deposits			8,15,155	
70,45,570	Accrued Interest			85,30,276	
1,09,05,960	Payments in advance and debit balances			1,04,59,005	
25,03,71,850	Balances at Banks and Cash in hand* (Schedule 6) ..			28,98,76,652	
					35,60,30,260
	* Include fixed deposits with State Bank of India and Subsidiaries maturing after one year of the date of the Balance Sheet.				
	As at 31st March 1971. Rs. 6,03,00,000				
	As at 31st March 1972. Rs. 9,75,00,000				
1,46,72,73,460					1,55,68,68,240

D. A. SCREWVALA,
Chief Accountant.

S. Y. RANADE,
Chairman.

SCHEDULES TO BALANCE SHEET

SCHEDULE 1	Capital Reserve	Capital Asset Replacement Reserve
RESERVES AND SURPLUS	Rs.	Rs.
Balance—1st April 1971	42,50,17,376	12,31,01,570
Add :		
Transfer from Revenue Account	....	55,23,527
Transfer from other Reserves and Funds—		
Reserve for repayment of loans from Government	54,36,682	....
General Reserve Fund	....	....
Other Transfers—		
Contribution from Revenue Account for Development projects including those covered by the I.D.A. credit	....	....
Forfeiture of Provident Fund Balances	....	....
Interest on investments	....	....
Grant from the Government for Sassoon Fish Harbour Project ..	23,27,097	....
Town Planning Scheme—Lease of plots in Elphinstone Estate—Recovery of Premium (TR No. 594 of 1966)	72,703	....
	43,28,53,858	12,86,25,097
Less :		
Transfer to Revenue Account	....	....
Transfer to other Reserves and Funds—		
Capital Reserve	....	....
Other Transfers	....	....
	....	....
Balance—31st March 1972	43,28,53,858	12,86,25,097

AS AT 31st MARCH 1972

General Reserve Fund	Fire & Motor Insurance Fund	Pilotage Reserve Fund	War Memorial Fund	Employees' Welfare Fund	Reserve for repayment of loans from Government
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
30,17,39,363	26,69,344	16,42,043	12,117	1,88,761	2,04,96,031
2,27,05,658	....	12,06,874	....	4,86,000	52,50,000
....	....	....	....	....	....
....	....	....	....	....	....
2,00,00,000	....	....	....	....	....
....	....	....	....	8,077	....
....	....	....	360	....	....
....	....	....	....	....	....
....	....	....	....	....	....
34,44,45,021	26,69,344	28,48,917	12,477	6,82,838	2,57,46,031
....	26,982	....	....	5,26,757	23,25,976
....	....	....	....	....	54,36,682
....	....	....	....	....	....
....	26,982	....	....	5,26,757	77,62,658
34,44,45,021	26,42,362	28,48,917	12,477	1,56,081	1,79,83,373

D. A. SCREWVALA,
Chief Accountant.

S. Y. RANADE,
Chairman.

BOMBAY PORT TRUST

SCHEDULES TO BALANCE SHEET

SCHEDULE 2

GENERAL SINKING FUND

Particulars	Balance as at 1st April 1971	Repayment during the year	Balance as at 31st March 1972
	Rs.	Rs.	Rs.
New Works, Ordinary			
Loan of 1912 (60 years)	10,00,000	..	10,00,000
,, ,, 1914 (60 years)	8,25,000	..	8,25,000
Mazagon-Sewri Reclamation and Port Trust Railway			
Loan of 1913 (60 years)	80,00,000	..	80,00,000
,, ,, 1914 (60 years)	50,00,000	..	50,00,000
,, ,, 1915 (60 years)	20,00,000	..	20,00,000
,, ,, 1935 (40 years) (issued to repay Loan of 1917 from the Government of India) ..	20,05,500	..	20,05,500
,, ,, 1941 (30 years)	5,00,000	5,00,000	..
Alexandra and Hughes Docks	..	..	..
Loan of 1911 (60 years)	75,00,000	75,00,000	..
,, ,, 1912 (60 years)	1,00,00,000	..	1,00,00,000
,, ,, 1914 (60 years)	30,00,000	..	30,00,000
,, ,, 1915 (60 years)	35,00,000	..	35,00,000
,, ,, 1935 (40 years) (issued to repay Loan of 1916 from the Government of India) ..	4,52,500	..	4,52,500
,, ,, 1941 (30 years)	2,00,000	2,00,000	..
	4,39,83,000	82,00,000	3,57,83,000
Add :			
(1) Additional contribution to make good deficiency due to fall in market values of securities held in the Fund	6,88,970	..	6,88,970
(2) Surplus interest on Investments, retained in the Fund	54,64,182	..	54,64,182
Total ..	5,01,36,152	82,00,000	4,19,36,152

Note: Further contribution to the Sinking Fund has been discontinued with the Board's and Govt's sanction from 1970-71.

D. A. SCREWVALA,
Chief Accountant.

S. Y. RANADE,
Chairman.

AS AT 31st MARCH 1972

SCHEDULE 3

CAPITAL DEBTS

	Rs.	Rs.	Rs.
Loans from Government			
Original amounts of Loans outstanding		18,15,65,557	
Less : Paid up to 31st March, 1971	12,21,71,596		
Paid during the year	54,36,682		
		12,76,08,278	
Debenture Loans from the Public			5,39,57,279
New Works, Ordinary			
Loan of 1912 @ 4 per cent (60 years from 1st February 1913)		10,00,000	
Loan of 1914 @ 4 per cent (60 years from 1st January 1915)		8,25,000	
		18,25,000	
Mazagon-Sewri Reclamation and Port Trust Railway			
Loan of 1913 @ 4 per cent (60 years from 1st January, 1914) ..		80,00,000	
„ „ 1914 @ 4 „ „ (60 „ „ 1st January, 1915) ..		50,00,000	
„ „ 1915 @ 4 „ „ (60 „ „ 5th October, 1915) ..		20,00,000	
‡ „ „ 1935 @ 3½ „ „ (40 „ „ 30th March, 1935), issued to repay Loan of 1917 from the Government of India		20,05,500	
		1,70,05,500	
Alexandra and Hughes Docks Construction			
Loan of 1912 @ 4 per cent (60 years from 1st February, 1913) ..		1,00,00,000	
„ „ 1914 @ 4 „ „ (60 „ „ 1st January, 1915) ..		30,00,000	
„ „ 1915 @ 4 „ „ (60 „ „ 5th October, 1915) ..		35,00,000	
‡ „ „ 1935 @ 3½ „ „ (40 „ „ 30th March, 1935), issued to repay Loan of 1916 from the Government of India		4,52,500	
		1,69,52,500	
			3,57,83,000
Total present debt ..			8,97,40,279

‡ Held entirely by the Trustees.

D. A. SCREWVALA,
Chief Accountant.

S. Y. RANADE,
Chairman.

SCHEDULES TO BALANCE SHEET

SCHEDULE 4	GROSS BLOCK			
CAPITAL ASSETS Particulars of Assets	As at 1st April, 1971	Additions during the year	Deletions during the year	As at 31st March, 1972
	Rs.	Rs.	Rs.	Rs.
I. LAND .. .. .. Total I ..	6,23,24,101	36,44,301	98,045	6,58,70,357
II. CAPITAL DREDGING .. Total II ..	5,11,83,695	55,40,000	....	5,67,23,695
III. BUILDINGS, SHEDS, OTHER STRUCTURES				
(a) Transit Sheds	3,20,74,027	Cr. 8,676	....	3,20,65,351
(b) Warehouses	1,78,64,043	....	....	1,78,64,043
(c) Quarters	4,31,09,259	69,96,471	1,49,145	4,99,56,585
(d) Other Structures	3,93,17,618	3,09,720	....	3,96,27,338
(e) Minor Structures	41,80,657	3,51,207	....	45,31,864
Total III ..	13,65,45,604	76,48,722	1,49,145	14,40,45,181
IV. WHARVES, ROADS, BOUNDARIES				
(a) Wharves and Pavements ..	62,90,410	3,98,051	....	66,88,461
(b) Boundary Walls and Fences ..	20,11,830	2,57,448	....	22,69,278
(c) Roads	1,30,86,573	3,72,402	....	1,34,58,975
(d) Drains and Culverts	69,47,514	2,88,274	....	72,35,788
(e) Bridges	82,09,257	136	....	82,09,393
Total IV ..	3,65,45,584	13,16,311	....	3,78,61,895
V. FLOATING CRAFT .. Total V ..	11,39,45,740	10,28,771	20,06,331	11,29,68,180
VI. RAILWAY AND ROLLING STOCK				
(a) Locomotives	92,69,906	....	....	92,69,906
(b) Wagons	31,10,941	....	9,79,982	21,30,959
(c) Railway Permanent Way ..	1,10,38,324	1,15,110	....	1,11,53,434
(d) Signalling and Interlocking ..	6,16,676	7,056	....	6,23,732
Total VI ..	2,40,35,847	1,22,166	9,79,982	2,31,78,031
VII. DOCKS, SEA WALLS, PIERS, NAVIGATIONAL AIDS				
(a) Dock Walls, Piers and Jetties ..	12,72,01,989	1,51,15,329	....	14,23,17,318
(b) Dry Docks	32,24,764	....	....	32,24,764
(c) Slipways	7,75,655	10,98,001	....	18,73,656
(d) Fenders, Buoys and Moorings ..	16,37,819	12,06,400	....	28,44,219
(e) Dock Entrance Gates	25,47,789	39,09,519	2,62,167	61,95,141
(f) Navigational Aids—Structures.	8,07,272	54,156	....	8,61,428
(g) Navigational Aids—Equipment.	5,99,166	25,681	....	6,24,847
Total VII ..	13,67,94,454	2,14,09,086	2,62,167	15,79,41,373

AS AT 31st MARCH, 1972

DEPRECIATION				NET BLOCK	
Accumulation as at 1st April, 1971	Provision made during the year	Adjustment on deletions, etc., during the year	Total as at 31st March, 1972	As at 31st March, 1972	*As at 31st March, 1971*
Rs.	Rs.	Rs.	Rs.	Rs.	*Rs.*
....	....	....	....	6,58,70,357	*6,23,24,101*
82,67,762	5,70,964	....	88,38,726	4,78,84,969	*4,29,15,933*
1,66,64,752	6,03,036	....	1,72,67,788	1,47,97,563	*1,54,09,275*
1,47,79,181	2,46,793	....	1,50,25,974	28,28,069	*30,84,862*
1,12,60,696	9,50,960	1,49,146	1,20,62,510	3,78,94,075	*3,18,48,563*
1,31,66,246	7,20,277	....	1,38,86,523	2,57,40,815	*2,61,51,372*
17,12,165	97,608	....	18,09,773	27,22,091	*24,68,492*
5,75,83,040	26,18,674	1,49,146	6,00,52,568	8,39,92,613	*7,89,62,564*
42,97,137	80,100	....	43,77,237	23,11,224	*19,93,273*
5,69,323	50,696	....	6,20,019	16,49,259	*14,42,507*
79,00,657	1,99,878	....	81,00,535	53,58,440	*51,85,916*
29,03,507	1,24,315	....	30,27,822	42,07,966	*40,44,007*
28,44,243	1,74,952	....	30,19,195	51,90,198	*53,65,914*
1,85,14,867	6,29,941	....	1,91,44,808	1,87,17,087	*1,80,30,717*
3,35,42,366	35,67,670	20,06,331	3,51,03,705	7,78,64,475	*8,04,03,374*
50,00,199	2,29,437	....	52,29,636	40,40,270	*42,69,707*
31,10,941	....	9,79,982	21,30,959	....	....
60,26,080	1,85,707	....	62,11,787	49,41,647	*50,12,244*
4,66,849	8,655	....	4,75,504	1,48,228	*1,49,827*
1,46,04,069	4,23,799	9,79,982	1,40,47,886	91,30,145	*94,31,778*
3,79,96,745	17,83,209	....	3,97,79,954	10,25,37,364	*8,92,05,244*
26,60,032	33,220	....	26,93,252	5,31,512	*5,64,732*
4,68,699	34,485	....	5,03,184	13,70,472	*3,06,956*
9,33,994	2,01,519	....	11,35,513	17,08,706	*7,03,825*
23,40,149	6,13,271	2,49,059	27,04,361	34,90,780	*2,07,640*
2,95,818	15,788	....	3,11,606	5,49,822	*5,11,454*
4,94,367	13,724	....	5,08,091	1,16,756	*1,04,799*
4,51,89,804	26,95,216	2,49,059	4,76,35,961	11,03,05,412	*9,16,04,650*

BOMBAY PORT TRUST

SCHEDULES TO BALANCE SHEET

SCHEDULE 4—*(Concld.)*

CAPITAL ASSETS Particulars of Assets	GROSS BLOCK			
	As at 1st April, 1971	Additions during the year	Deletions during the year	As at 31st March, 1972
	Rs.	Rs.	Rs.	Rs.
VIII. CRANES AND VEHICLES				
(a) Mobile Cranes	86,76,418	....	....	86,76,418
(b) Wharf Cranes	3,84,32,765	66,875	....	3,84,99,640
(c) Vehicles	3,66,592	7,09,829	....	10,76,421
Total VIII ..	4,74,75,775	7,76,704	....	4,82,52,479
IX. PLANT AND MACHINERY				
(a) Workshop Machine Tools ..	20,35,129	375	....	20,35,504
(b) Winches, Capstans	9,19,360	....	....	9,19,360
(c) Pumping Plant	70,35,890	45,385	1,02,156	69,79,119
(d) Other Machinery	17,05,059	91,915	....	17,96,974
(e) Water Coolers	1,94,789	50,000	....	2,44,789
(f) Weigh Bridges	6,38,302	2,63,850	....	9,02,152
(g) Hospital—furniture and equipment	35,90,040	1,28,862	....	37,18,902
Total IX ..	1,61,18,569	5,80,387	1,02,156	1,65,96,800
X. INSTALLATIONS FOR WATER, ELECTRICITY, TELECOMMUNICATION AND FIRE-FIGHTING				
(a) Electric Supply, Distribution and Lighting	1,46,89,232	5,85,788	....	1,52,75,020
(b) Telephones and Telecommunication	22,36,196	459	....	22,36,655
(c) Water Supply, Hydraulic pressure and return water pipes ..	1,02,78,896	5,77,266	....	1,08,56,162
(d) Fire Fighting Installations and Equipment	7,34,568	....	....	7,34,568
Total X ..	2,79,38,892	11,63,513	....	2,91,02,405
XI. OIL PIPE LINE INSTALLATIONS				
Oil Pipe Line Installations and Equipment .. Total XI ..	4,49,81,914	*Cr.* 11,275	....	4,49,70,639
Total I to XI ..	69,78,90,175	4,32,18,686	35,97,826	73,75,11,035
XII. CAPITAL WORKS-IN-PROGRESS	10,52,48,639	2,74,03,440	4,53,17,495*	8,73,34,584
Grand Total ..	80,31,38,814	7,06,22,126	4,89,15,321	82,48,45,619

Transferred from Capital Works-in-Progress for completed works .. .. Rs. 4,32,18,686

A portion of the expenditure on the work of Special Repairs to Hughes Dry Dock Caissons transferred to Revenue Account .. .. Rs. 20,98,809

Total .. Rs. 4,53,17,495*

AS AT 31st MARCH, 1972

DEPRECIATION				NET BLOCK	
Accumulation as at 1st April, 1971	Provision made during the year	Adjustment on deletions, etc., during the year	Total as at 31st March, 1972	As at 31st March, 1972	*As at 31st March, 1971*
Rs.	Rs.	Rs.	Rs.	Rs.	*Rs.*
58,08,134	5,24,573	....	63,32,707	23,43,711	*28,68,284*
1,26,31,558	11,89,316	....	1,38,20,874	2,46,78,766	*2,58,01,207*
40,380	1,07,643	....	1,48,023	9,28,398	*3,26,212*
1,84,80,072	18,21,532	....	2,03,01,604	2,79,50,875	*2,89,95,703*
12,53,373	64,553	....	13,17,926	7,17,578	*7,81,756*
6,04,806	13,676	....	6,18,482	3,00,878	*3,14,554*
21,88,150	1,51,788	61,293	22,78,645	47,00,474	*48,47,740*
13,65,094	37,808	....	14,02,902	3,94,072	*3,39,965*
1,94,789	4,167	....	1,98,956	45,833	....
1,66,999	22,554	....	1,88,563	7,13,589	*4,72,293*
6,81,490	3,79,677	....	10,61,167	26,57,735	*29,08,550*
64,53,711	6,74,223	61,293	70,66,641	95,30,159	*96,64,858*
45,15,741	3,72,546	....	48,88,287	1,03,86,733	*1,01,73,491*
6,90,078	1,21,318	....	8,11,396	14,25,259	*15,46,118*
44,71,697	3,36,035	....	48,07,732	60,48,430	*58,07,199*
6,24,984	25,881	....	6,50,865	83,703	*1,09,584*
1,03,02,500	8,55,780	....	1,11,58,280	1,79,44,125	*1,76,36,392*
3,45,02,129	20,43,036	....	3,65,45,165	84,25,474	*1,04,79,785*
24,74,40,320	1,59,00,835	34,45,811	25,98,95,344	47,76,15,691	*45,04,49,855*
....	....	....	....	8,73,34,584	*10,52,48,639*
24,74,40,320	1,59,00,835	34,45,811	25,98,95,344	56,49,50,275	*55,56,98,494*

D. A. SCREWVALA,
Chief Accountant.

S. Y. RANADE,
Chairman.

BOMBAY PORT TRUST

SCHEDULES TO BALANCE SHEET

SCHEDULE 5 LIST OF INVESTMENTS		Face Value Rs.	Cost Rs.
GOVERNMENT LOANS—			
Central		5,86,24,700	5,82,25,164
State		5,29,98,896	4,98,96,070
	(a)	11,16,23,596	10,81,21,234
PUBLIC LOANS—			
Municipal Loans		2,46,53,500	2,43,14,427
Port Trust Loans		1,34,86,208	1,34,59,860
Improvement Trust Loans		8,57,500	8,53,491
State Finance Corporation Bonds		74,50,000	73,73,755
State Central Co-operative Land Mortgage Bank Debentures		86,78,000	85,76,792
State Electricity Board Bonds		1,82,38,000	1,80,89,445
Industrial Finance Corporation Bonds		53,04,000	52,20,120
Miscellaneous		2,46,20,000	2,40,83,237
	(b)	10,32,87,208	10,19,71,127
FIXED DEPOSITS—			
Fixed Deposits with the State Bank of India and its subsidiaries	(c)	16,59,00,000	16,59,00,000
	Total : (a) to (c)..	38,08,10,804	37,59,92,361
Note :			
Quoted Investments		16,85,59,604	16,53,81,393
Unquoted Investments		21,22,51,200	21,06,10,968
		38,08,10,804	37,59,92,361

D. A. SCREWVALA,
Chief Accountant.

S. Y. RANADE,
Chairman.

AS AT 31st MARCH 1972

SCHEDULE 6

	Rs.	Rs.
BALANCES AT BANKS AND CASH IN HAND		
FIXED DEPOSITS WITH STATE BANK OF INDIA AND SUBSIDIARIES		28,18,00,000
FIXED DEPOSITS WITH BANKS (on behalf of Merchants, Contractors and Others)		7,49,433
CURRENT ACCOUNTS		
STATE BANK OF INDIA		
ON REVENUE ACCOUNT	14,72,711	
ON INTEREST ACCOUNT	25	
STATE BANK OF BIKANER AND JAIPUR ON REVENUE ACCOUNT	11,397	
STATE BANK OF INDIA, LONDON—		
BALANCE OF LONDON AGENTS' ACCOUNT (£ 2400-12-0)	45,537	15,29,670
CASH IN HAND—		
WITH CHIEF ACCOUNTANT	28,10,344*	
WITH DEPARTMENTS	29,87,205	57,97,549
		28,98,76,652

* The actual balance is less than the book balance by Rs. 2,500 reported to have been stolen or lost on 1st September, 1967. The matter was investigated by the police and sanction to the necessary write off is being obtained.

D. A. SCREWVALA,
Chief Accountant.

S. Y. RANADE,
Chairman.

BOMBAY PORT TRUST

REVENUE ACCOUNT FOR THE

	Sch.	1972	*1971*
		Rs.	*Rs.*
INCOME			
CARGO HANDLING AND STORAGE CHARGES	1	19,74,27,099	*15,48,17,281*
PORT AND DOCK CHARGES (INCLUDING PILOTAGE FEES)	2	2,40,85,293	*2,06,04,491*
RAILWAY EARNINGS	3	1,45,08,563	*1,44,66,263*
ESTATE RENTALS	4	3,03,65,852	*2,78,10,970*
		26,63,86,807	*21,76,99,005*
Less :			
EXPENDITURE			
CARGO HANDLING AND STORAGE	5	9,69,00,831	*9,06,12,457*
PORT AND DOCK FACILITIES FOR SHIPPING (INCLUDING PILOTAGE)	6	4,96,49,547	*4,71,19,690*
RAILWAY WORKINGS	7	2,10,21,111	*2,10,60,184*
RENTABLE LANDS AND BUILDINGS	8	1,27,63,116	*1,25,84,384*
		18,03,34,605	*17,13,76,715*
Add : MANAGEMENT AND GENERAL ADMINISTRATION .. (not directly attributable to a particular activity)	9	3,65,66,111	*3,41,11,482*
		21,69,00,716	*20,54,88,197*
OPERATING SURPLUS		4,94,86,091	*1,22,10,808*
Add : FINANCE AND MISCELLANEOUS INCOME	10	3,79,72,973	*3,36,89,092*
		8,74,59,064	*4,58,99,900*
Less : FINANCE AND MISCELLANEOUS EXPENDITURE ..	11	3,51,66,720	*1,49,40,017*
NET SURPLUS		5,22,92,344	*3,09,59,883*
Add : AMOUNTS WITHDRAWN FROM RESERVES, ETC. (to meet partially or fully the following expenditure charged above, to arrive at net surplus)—			
WELFARE EXPENSES .. .. (to be met from the Employees' Welfare Fund)		5,26,757	*4,71,720*
INTEREST ON LOANS FROM GOVERNMENT .. (to be met from the Reserve for Repayment of Loans from Government)		23,25,976	*25,34,328*
COST OF REPAIRING THE DAMAGE CAUSED BY FIRE/MOTOR ACCIDENTS .. .. (charged as repairs and maintenance expenditure under the relative principal activities. To be met from the Fire and Motor Insurance Fund)		26,982	*40,503*
PENSION PAYMENTS .. .. (to be met from the Pension Fund)		....	*2,65,024*
AMOUNT AVAILABLE FOR APPROPRIATION (carried over)		5,51,72,059	*3,42,71,458*

ANNUAL ACCOUNTS 1971-72

YEAR ENDED 31st MARCH 1972

	1972 Rs.	*1971* *Rs.*
AMOUNT AVAILABLE FOR APPROPRIATION (brought forward) ..	5,51,72,059	*3,42,71,458*
Add: TRANSFERS FROM RESERVES		
GENERAL RESERVE FUND .. .. (to meet the accumulated depreciation upto 31st March 1969/1970, on assets, which previously did not figure in Capital Account but which are now added thereto)	....	*9,295*
TOTAL AMOUNT AVAILABLE FOR APPROPRIATIONS	5,51,72,059	*3,42,80,753*
APPROPRIATIONS		
TRANSFERS TO RESERVES, ETC.		
RESERVE FOR REPAYMENT OF LOANS FROM GOVERNMENT	52,50,000	*52,50,000*
PENSION FUND	....	*5,00,000*
EMPLOYEES' WELFARE FUND	4,86,000	*4,00,000*
PILOTAGE RESERVE FUND .. .. (being the surplus as shown in Pro Forma Pilotage Income and Expenditure Account—Schedule 12)	12,06,874	*6,42,002*
PROVISION FOR DEPRECIATION .. .. (accumulated depreciation upto 31st March 1969/1970, on assets, which previously did not figure in Capital Account but which are now added thereto)	....	*9,295*
CAPITAL ASSET REPLACEMENT RESERVE .. .. (additional depreciation to cover the current replacement costs of certain categories of assets)	55,23,527	*47,77,976*
GENERAL RESERVE FUND .. .. (for development projects including those covered by the I.D.A. credit)	2,00,00,000	*2,00,00,000*
TOTAL APPROPRIATIONS	3,24,66,401	*3,15,79,273*
SURPLUS TRANSFERRED TO GENERAL RESERVE FUND ..	2,27,05,658	*27,01,480*

D. A. SCREWVALA,
Chief Accountant.

S. Y. RANADE,
Chairman.

BOMBAY PORT TRUST

SCHEDULES TO REVENUE ACCOUNT

	1972	*1971*
	Rs.	*Rs.*
SCHEDULE 1		
CARGO HANDLING AND STORAGE CHARGES		
Handling and storage charges on general cargo	5,75,60,533	*5,12,05,384*
Storage of goods in warehouses	6,53,273	*5,03,590*
Cranage	80,58,272	*70,25,807*
Petroleum, oils and lubricants—handling charges	5,94,34,469	*5,25,00,039*
Demurrage fees on general cargo	6,87,89,155	*4,07,72,704*
Miscellaneous charges	29,31,397	*28,09,757*
	19,74,27,099	*15,48,17,281*
SCHEDULE 2		
PORT AND DOCK CHARGES (INCLUDING PILOTAGE FEES)		
Towage and mooring fees	43,83,708	*31,48,877*
Dock and pier dues, basin rents, etc.	66,55,932	*52,50,983*
Port dues	26,04,416	*20,25,344*
Pilotage fees	57,81,492	*50,26,945*
Dry docking charges	21,38,673	*20,54,973*
Water supply to shipping	20,73,425	*19,00,915*
Salvage and divers' fees	1,38,174	*2,95,292*
Hire and use of dredgers	5,298	*6,56,338*
Miscellaneous charges	3,04,175	*2,45,724*
	2,40,85,293	*2,06,04,491*
SCHEDULE 3		
RAILWAY EARNINGS		
Freight and haulage charges	78,09,517	*72,93,692*
Siding charges	9,69,820	*9,58,982*
Terminal charges	45,07,847	*46,32,322*
Wharfage and demurrage	5,74,414	*8,07,669*
Miscellaneous charges	6,46,965	*7,74,198*
	1,45,08,563	*1,44,66,263*
SCHEDULE 4		
ESTATE RENTALS		
Rent from lands	2,05,31,931	*1,90,01,964*
Rent from buildings, sheds and godowns	79,80,270	*70,67,530*
Recoverable property taxes, etc.	14,06,909	*13,05,934*
Miscellaneous income	4,46,742	*4,32,542*
	3,03,65,852	*2,78,10,970*

D. A. SCREWVALA,
Chief Accountant.

S. Y. RANADE,
Chairman.

FOR THE YEAR ENDED 31st MARCH 1972

	1972	1971
	Rs.	Rs.
SCHEDULE 5		
CARGO HANDLING AND STORAGE		
Handling and storage of general cargo at sheds and wharves	5,12,57,340	*4,65,79,544*
Warehousing	52,77,659	*48,47,736*
Operation and maintenance of wharf cranes and crane vessels	1,16,08,589	*1,10,33,324*
Handling of petroleum, oils and lubricants	68,14,127	*64,46,509*
Expenditure on general facilities at docks and bunders	97,12,143	*95,64,135*
Administration and general expenses	57,51,758	*54,91,425*
New Minor Works	4,73,748	*7,55,124*
Depreciation	60,05,467	*58,94,660*
	9,69,00,831	*9,06,12,457*
SCHEDULE 6		
PORT AND DOCK FACILITIES FOR SHIPPING (INCLUDING PILOTAGE)		
Towing, berthing and mooring	1,72,34,989	*1,58,36,462*
Pilotage	33,55,916	*33,61,415*
Dry docking expenses	24,00,074	*22,67,920*
Water supply to shipping	22,69,548	*23,75,704*
Fire fighting	26,10,096	*26,14,312*
Dredging and marine survey	1,12,39,712	*91,48,235*
Harbour patrol	2,99,137	*2,59,070*
Operation and maintenance of navigational aids	7,76,333	*6,86,001*
Salvage and underwater repairs	7,22,654	*6,99,819*
Maintenance of dock and harbour walls, marine structures, etc. ..	5,31,456	*26,97,592*
Administration and general expenses	12,29,065	*11,58,985*
New Minor Works	73,638	*1,18,536*
Depreciation	69,06,929	*58,96,539*
	4,96,49,547	*4,71,19,690*

D. A. SCREWVALA,
Chief Accountant.

S. Y. RANADE,
Chairman.

BOMBAY PORT TRUST

SCHEDULES TO REVENUE ACCOUNT

	1972	1971
	Rs.	Rs.
SCHEDULE 7		
RAILWAY WORKINGS		
Operation and maintenance of locomotives, wagons, etc.	62,31,077	61,69,811
Maintenance of permanent way and signal & interlocking	23,35,624	26,32,681
Operation, maintenance and administration expenses of stations, yards and sidings	94,52,717	94,08,332
Administration and general expenses	22,50,117	21,87,304
New Minor Works	1,99,096	1,11,235
Depreciation	5,52,480	5,50,821
	2,10,21,111	2,10,60,184
SCHEDULE 8		
RENTABLE LANDS AND BUILDINGS		
Estate maintenance	96,52,660	96,10,332
Administration and general expenses	13,99,841	13,38,030
New Minor Works	2,29,815	2,78,977
Depreciation	14,80,800	13,57,045
	1,27,63,116	1,25,84,384
SCHEDULE 9		
MANAGEMENT AND GENERAL ADMINISTRATION		
Management and secretarial expenses	35,38,943	30,79,137
Accounting and auditing	64,44,884	62,52,830
Legal expenses	3,89,165	3,75,157
Labour and Welfare expenses	25,14,250	25,68,283
Medical expenses	67,49,963	59,88,497
Store-keeping	29,90,931	27,37,754
Expenditure on head office buildings	6,33,138	4,50,342
Telephones	8,33,191	6,36,855
Engineering and workshop administration and overheads	1,06,26,455	97,42,101
Sundry expenses	6,12,699	8,90,204
New Minor Works	2,77,333	4,41,689
Depreciation	9,55,159	9,48,633
	3,65,66,111	3,41,11,482

D. A. SCREWVALA,
Chief Accountant.

S. Y. RANADE,
Chairman.

FOR THE YEAR ENDED 31st MARCH 1972

			1972	*1971*
			Rs.	*Rs.*
SCHEDULE 10				
FINANCE AND MISCELLANEOUS INCOME				
Interest on Investments		Rs.		
Sinking Fund		20,94,583		*24,60,578*
General Reserve and other Funds		98,24,089		*78,80,058*
			1,19,18,672	
Interest on Fixed Deposits and Cash balances			1,55,77,097	*1,49,23,451*
Profit on sale/redemption of investments			2,24,971	*2,26,880*
Profit on disposal of capital and other assets			18,08,963	*1,98,132*
Miscellaneous income		Rs.		
Sale of unserviceable materials		22,36,364		*10,96,828*
Special credits		71,642		*2,000*
Sundry receipts		18,77,677		*20,80,081*
			41,85,683	
Items relating to previous years			42,57,587	*48,21,084*
			3,79,72,973	*3,36,89,092*
SCHEDULE 11				
FINANCE AND MISCELLANEOUS EXPENDITURE				
Bank Charges			27,793	*Cr. 22,175*
Interest Payable		Rs.		
Loans from Government		23,25,976		*25,34,328*
Debenture Loans		16,65,487		*19,19,425*
			39,91,463	
Loss on sale/redemption of investments			....	....
Loss on disposal of capital and other assets			13,109	*3,188*
Retirement gratuities, *ex gratia* payments and other benefits		Rs.		
Retirement gratuities		....		*27,69,030*
Contribution to Pension Fund on the basis of estimated accrued liability for payment of (i) Pensions and Death-cum-retirement gratuities under the New Pension Scheme and (ii) Special Contribution to Provident Funds		56,87,000	....	....
Ex gratia payments in lieu of bonus		45,00,000		*45,00,000*
Advance towards additional *Ex-gratia* payments in lieu of bonus		49,00,000	....	....
Pension payments		33,449		*3,05,135*
			1,51,20,449	
Bad Debts and stores adjustments			15,639	*2,73,351*
Items relating to previous years			1,59,98,267	*26,57,735*
			3,51,66,720	*1,49,49,017*

D. A. SCREWVALA,
Chief Accountant.

S. Y. RANADE,
Chairman.

BOMBAY PORT TRUST

SCHEDULES TO REVENUE ACCOUNT

			1972	1971
			Rs.	Rs.
SCHEDULE 12				
Pro-Forma Pilotage Income and Expenditure Account				
INCOME				
Pilotage Fees			57,81,492	*50,26,945*
Less :				
EXPENDITURE				
Operation and Maintenance of Vessels—		Rs.		
Pilot Vessel—"Venu"		10,84,211		*11,29,226*
Tugs—				
S.T. "Zephyr"		4,26,681		*3,79,460*
M.T. "Thal"		3,00,262		*2,96,390*
Launches and other vessels—				
Pilot Launch "Priti"		2,49,126		*2,31,106*
Pilot Launch "Padmini"		2,15,837		*1,62,845*
Pilot Launch "Poornima"		....		*464*
Pilot Launch "Pragna"		....		*51*
Pilot Launch "Nandini"		1,10,158		*1,15,023*
M.P. "Wavelet"		600		*39,799*
M.P. "Mora"		9,403		*13,183*
M.L.B. "Bombay"		1,44,238		*1,47,354*
			25,40,516	
Pilotage Establishment and General Expenses—				
Master Pilots and Pilots' Office			8,15,400	*8,46,514*
New Minor Works			....	....
Depreciation			1,91,033	*1,88,830*
			35,46,949	*35,50,245*
Operating Surplus			22,34,543	*14,76,700*
Add : Finance and Miscellaneous Income—Interest on investments of Pilotage Reserve Fund			82,939	*70,739*
	Carried forward		23,17,482	*15,47,439*

FOR THE YEAR ENDED 31st MARCH 1972

		1972	*1971*
		Rs.	*Rs.*
SCHEDULE 12—*(Concld.)*			
Pro-Forma Pilotage Income and Expenditure Account—(Concld.)			
Brought forward ..		23,17,482	*15,47,439*
Less : Finance and Miscellaneous Expenditure—			
Retirement Gratuities, *Ex-gratia* Payment and other Benefits :	Rs.		
Retirement Gratuities (Special Contributions to Provident Fund)	..		*12,990*
Ex-gratia Payment in lieu of bonus	75,562		*80,500*
Pension Payments	2,400		*1,000*
Contribution to Pension Fund on the basis of estimated accrued liability for payment of (i) Pensions and Death-cum-retirement gratuities under the New Pension Scheme and (ii) Special Contribution to Provident Fund..	51,600		
Advance towards additional *Ex-gratia* payments in lieu of bonus	82,278		
	2,11,840		
Items relating to previous years— Advance towards additional *Ex-gratia* payments in lieu of bonus for the year 1970-71	74,374		
		2,86,214	
		20,31,268	*14,52,949*
Less : Overheads—	Rs.		
Administration and General Expenses (Proportionate cost of Deputy Conservator's Department and Deputy Conservator's Stores Depot allocable to Pilotage Account)	1,23,590		*1,34,252*
Management and General Administration (Proportionate Cost of Port Management and General Administration allocable to Pilotage Account)	7,00,804		*6,76,695*
		8,24,394	
Surplus (+)/Deficit (—) transferred to/met from Pilotage Reserve Fund		+12,06,874	*+6,42,002*

D. A. SCREWVALA,
Chief Accountant.

S. Y. RANADE,
Chairman.

NOTES ON THE ACCOUNTS—31st MARCH 1972

1. CAPITAL EXPENDITURE

(i) Capital expenditure sanctioned and outstanding at 31st March 1972 amounts to Rs. 13,21,74,400 (previous year—Rs. 10,50,48,800).

(ii) An expenditure of Rs. 40.99 lakhs incurred on the work of "Special Repairs to Hughes Dry Dock Caissons" was held in the Capital-Works-in-Progress account pending the Government's sanction to the allocation thereof to Capital Account. Out of this expenditure the Government have sanctioned the allocation of only Rs. 20 lakhs to Capital Account and of the balance of Rs. 20.99 lakhs to Revenue Account. Necessary adjustments have, therefore, been carried out in the current year's account with the Board's concurrence.

2. CONTINGENT LIABILITIES

The following constitute contingent liabilities, which have not been provided for in the Accounts:

(i) Claims in respect of Docks cargoes alleged to have been damaged or lost which are subject of law suits—Rs. 1,64,07,000.

(ii) Government have appointed the "Major Ports (Class I and II Non-Marine Services) Pay Committee" to go into the question of revision of the pay and allowances of Non-Marine Service Officers. The liability that may arise consequent on the recommendations of the Committee and the Board's and the Government's decisions thereon cannot be estimated at this stage.

(iii) The staff appointed by the State Government at the cost of the Bombay Port Trust for the work of acquisition of land for Nhava-Sheva Project has been allotted some other work by the State Government. The question of sharing the cost has been taken up with them. Pending decision in the matter, only 50 per cent of the liability has been provided in the accounts.

3. TRUSTEES' CONTRIBUTION TO PROVIDENT FUNDS

The total amount of Trustees' contribution to the Provident Funds provided for in the Accounts was Rs. 72,21,687 (previous year Rs. 79,94,446). The contribution has been merged in Operating Expenditure as salaries and wages.

4. PAYMENT OF PENSIONS AND SPECIAL CONTRIBUTION TO PROVIDENT FUNDS

The accrued liability for payment of Pensions and Special Contribution to Provident Funds for the year 1971-72 has been provided on an *ad hoc* basis of half a month's pay or half of the Trustees' Contribution to the Provident Funds for retirement gratuities and 8½ per cent of pay for pension payments. The amount provided on this basis in the Accounts of 1971-72 is Rs. 56,87,000. During the current year the expenditure on pensions and death-cum-retirement gratuities under the new Pension Scheme including *ex-gratia* pensions amounted to Rs. 4.52 lakhs and the payment of Special Contribution to Provident Funds amounted to Rs. 29.85 lakhs. The expenditure has been met by withdrawal from the Pension Fund.

5. NEW MINOR WORKS

"Payments in advance and debit balances" shown in the Balance Sheet under "Current Assets" include an amount of Rs. 7,76,346 (previous year Rs. 8,34,968), being expenditure incurred on certain New Minor Works that were not completed by 31st March 1972. The amount will be transferred to Revenue as and when the works are completed.

6. CAPITAL ASSETS (EXCLUDING WORKS-IN-PROGRESS) AT CURRENT REPLACEMENT VALUES

	Cost as on 31st March 1972 at current replacement value	Cumulative depreciation upto 31st March 1972 at current replacement values	Annual charge for depreciation on replacement cost basis
	Rs.	Rs.	Rs.
Land	6,19,00,70,750	Nil	Nil
Other Assets	1,83,92,28,831	1,02,00,18,353	3,08,82,997*

*Actual amount provided in the accounts:—Rs. 2,14,24,362 (Rs. 1,59,00,835 on the historical cost basis as a direct charge to Revenue and Rs. 55,23,527 by appropriation of Revenue Surplus as additional depreciation to cover the current replacement costs of certain categories of assets).

D. A. SCREWVALA,
Chief Accountant.

S. Y. RANADE,
Chairman.

VISIT OF THE SOVIET SHIPPING DELEGATION IN NOVEMBER, 1971

Visit to the Docks.

Meeting the Trustees.

Inspecting the model of the Bombay Port.

Visit of the Swedish Consular Delegation in February, 1972.

Visit of Mr. Kenneth B. Keating, Ambassador of the United States of America, in February, 1972.

New Quarters for Class IV employees at the Santacruz Estate, Wadi Bunder.

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